



ENGAGEMENT REPORT

Proposed Infill Affordable Housing Development

State Significant Development (SSD-84190958)

Nos. 23-25 Ashton Avenue, The Entrance

Lots 24, 36, 37 DP 14230

March 2026

Ref: 1213_EngagementReport

Engagement Report – Nos. 23-25 Ashton Avenue, The Entrance

WPP Pty Ltd

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DOCUMENT STATUS

Issue	Date	Description	By
1	31/01/2026	Draft	SB
2	27/03/2026	Final	AW
3			
4			

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This document has been authorised by Anthony Williams

Date 27/03/2026

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This document has been registered with our solicitors along with a copy of all previous materials.

EXECUTIVE SUMMARY

This Engagement Report has been prepared by WPP Pty Ltd on behalf of Pacific Link Housing in support of a State Significant Development Application (SSDA) for a proposed infill affordable housing development at Nos. 23-25 Ashton Avenue, The Entrance (SSD-84190958).

The community engagement process was undertaken in accordance with the protocols of the NSW Department of Planning, Housing and Infrastructure (DPHI) *Undertaking Engagement Guidelines for State Significant Projects* which states that:

Generally speaking, engagement will involve informing and consulting with the people and groups who are interested in, or affected by, proposed changes to an area, and obtaining expert advice from relevant councils and government agencies. It can involve informal, casual and innovative processes.

This Engagement Report provides a summary of the community and stakeholder engagement undertaken by the proponent during the preparation of the SSDA in response to Item 4 of the SEARs issued on 19 May 2025.

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1 Introduction

WPP Pty Ltd has been engaged by Pacific Link Housing to report on stakeholder engagement in relation to a State Significant Development Application (SSDA) for a proposed infill affordable housing development at Nos. 23-25 Ashton Avenue, The Entrance (**SSD-84190958**).

This Engagement Report has been prepared to satisfy the requirements of Item 4 ‘Engagement’ of the Industry Specific Secretary’s Environmental Assessment Requirements (SEARs) for infill affordable housing, issued for this project on 19 May 2025. **Table 1** below outlines Item 4 of the SEARs requirements issued for this project as follows:

Table 1: SEARs Requirements

Issue and Assessment Requirements	Supporting Documentation
Item 4. Engagement • Demonstrate that engagement and consultation activities have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> and identify how issues raised, and feedback received have been considered in the design of the project. ○ If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted.	Engagement Report

Stakeholder engagement has been undertaken by Pacific Link Housing in collaboration with WPP Pty Ltd to inform the proposal. Stakeholder engagement has been designed to comply with the Department of Planning, Housing and Infrastructure (DPHI) *Undertaking Engagement Guidelines for State Significant Projects* (dated March 2024) and builds on previous engagement activities that relate to the site and Council’s ‘*Central Coast Affordable and Alternate Housing Strategy*’.

1.1 Project Description

The site is known as Nos. 23-25 Ashton Avenue, The Entrance and comprises three allotments (Lots 24, 36 and 37 DP 14230) with a combined area of 2,331.9m².

The site is located within the Central Coast Local Government Area.

Specifically, the SSDA seeks development consent for the development of a 7-storey mixed-use building on the site, including the provision of 50 shop-top housing apartments. Key features of the proposal include the following:

- Ground floor commercial space fronting Ashton Avenue, as well as at-grade carparking, storage, services and landscaped outdoor open space;
- 6 levels of shop-top housing above, with a total of 50 apartments, comprising:
 - 30 x 1-bedroom units;
 - 20 x 2-bedroom units;
- A portion of the apartments are to be ‘affordable housing’;

- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue. Existing vehicular access to 2 adjoining commercial lots will be maintained through the site.

The proposal seeks to utilise the Infill Affordable Housing provisions under State Environmental Planning Policy (Housing) 2021 (Housing SEPP) by providing affordable housing.

An aerial view of the site is shown at **Figure 1** following.

Figure 1: Aerial View (Source: Six Maps)



Further design development would be undertaken at the detailed design stage subject to SSDA approval.

Preliminary extracts of the plans, as provided for consultation are provided at **Figure 2** and **Figure 3** following.

Figure 1: Preliminary Site Plan Extract

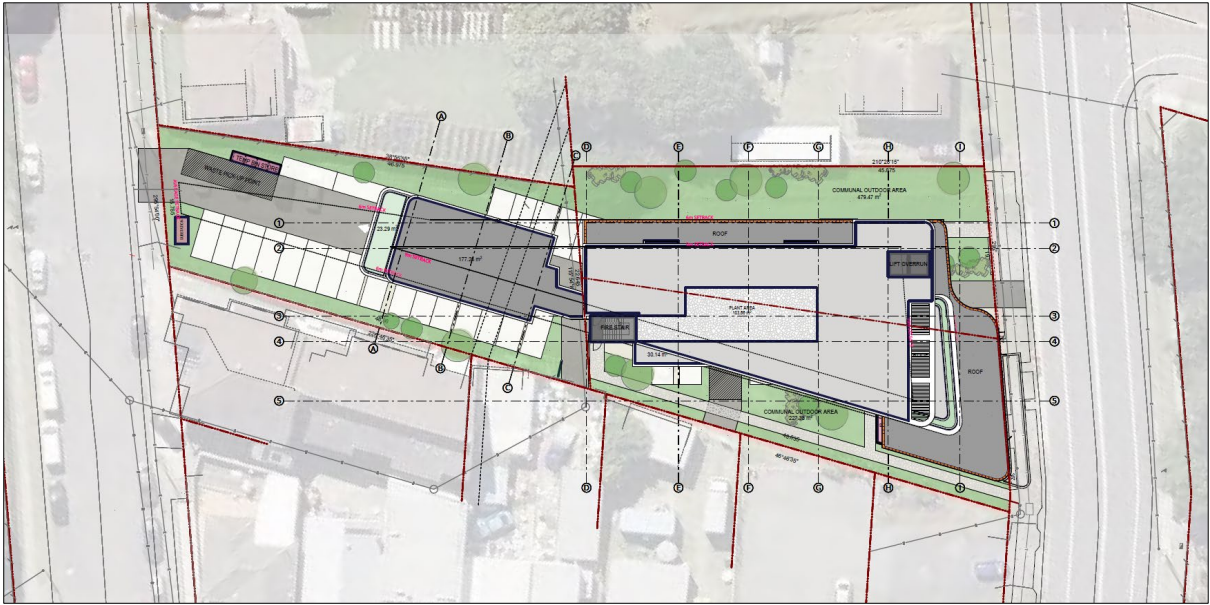


Figure 2: Preliminary 3D Render



1.2 Compliance with SEARs

The Secretary's Environmental Assessment Requirements (SEARs) was issued for this project on 19 May 2025. The relevant SEARs and how it has been addressed is outlined in **Table 2** as follows:

Table 2: Compliance with SEARs

Issue No.	Issue and Assessment Requirements	How it is addressed
4. Engagement	- Demonstrate that engagement and consultation activities have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> and identify how issues raised, and feedback received have been considered in the design of the project. - If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted.	The engagement objectives, scope and methodology have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i>. Issues raised and feedback received have been considered by the proponent and have further refined the design development of the project to take into account the feedback from stakeholders, where appropriate. All relevant authorities have been appropriately consulted throughout the preparation of the Development Application.

2 Stakeholder Engagement

This Engagement Plan has been prepared in consultation with the proponent, and identifies relevant stakeholders and appropriate engagement methods. This Engagement Plan establishes a clear and transparent consultation process for conducting early and relevant stakeholder engagement.

2.1 Engagement Objectives

The objectives of the proposed stakeholder engagement are as follows:

- To provide timely and accurate information about the project to the local community and key stakeholders.
- To facilitate an open and transparent engagement process that enables stakeholders to participate meaningfully.
- To ensure engagement opportunities are accessible and inclusive, with issues and feedback raised by stakeholders appropriately considered and responded to.
- To document and present engagement outcomes in a manner consistent with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*, demonstrating compliance with SEARs and SSDA requirements.

2.2 Relevant Stakeholders

Relevant stakeholders were identified with consideration of the site, surrounding context and potential impacts of the proposed development. Stakeholders were identified and divided into two categories in **Table 3** as follows:

Table 3: Relevant Stakeholders

Category	Stakeholder
CATEGORY 1	Neighbouring Community
CATEGORY 2	Government Agencies

3 Engagement

3.1 Site Identification

The Site has been identified as a target location for affordable housing for several years. Over this period, Council has engaged with the community and elected representatives on the preferred development outcome for the subject site. A summary of the key project background elements with regard to site selection is provided below:

- In January 2020, Central Coast Council (CCC) released its *Central Coast Affordable and Alternative Housing Strategy* (the Strategy). Strategic Action 4 of the Strategy required that CCC dedicate at least three Council-owned sites for affordable housing partnerships as the Strategy is rolled out, ensuring that sites are:
 - well-located with regard to transport and/or services;
 - not environmental lands or have environmental constraints that render the site unsuitable;
 - maximise the yield of social and affordable housing; and
 - are able to achieve favourable economics (i.e. at least break even in the first year).
- Subsequently, CCC prepared a *Council Affordable Housing Land Proposal* (the Land Proposal). As part of the Land Proposal, the Site was the first identified by CCC as suitable in its efforts to satisfy Strategic Action 4 of the Strategy. Accordingly, at its meeting of 27 April 2021, CCC resolved to endorse the Site as suitable for the development of affordable housing.
- CCC went on to conduct an Expression of Interest (EoI) process with a view to identifying interested and suitable Community Housing Providers (CHPs) to go into partnership with, to achieve key objectives in the direct creation of affordable housing.
- The applicant for this Proposal (Pacific Link Housing, or PLH) responded to the EoI request, and subsequently submitted a proposal in line with CCC's requirements. At its meeting of 22 November 2022, CCC identified PLH as the preferred provider and resolved to enter into an agreement with PLH to advance the affordable housing proposal.
- In early 2023, CCC conditionally transferred ownership of the Site to PLH, with the desired outcome of providing social and affordable housing to at least 60% of the tenants and limits private tenancy to 40%, for up to 50 dwellings.

This process has been well documented by Council in accordance with Council's adopted engagement framework and reporting requirements under the Local Government Act, 1993.

3.2 Category 1 - Community Notification and Participation

The neighbouring community was notified of the project with a physical letter delivered via mail drop on 6 December 2025. A copy of the notification correspondence is provided under **Appendix A**.

The letter outlined details of the project including project background, development overview, proposed Environmental Assessment and a website link including the plans and elevations of the proposed development. An email address and PO Box mailing address was provided encouraging neighbours to provide feedback by 20 December 2025.

A copy of the map identifying the neighbours notified is provided under **Appendix B**.

3.3 Category 2 - Agency Consultation

Government agencies were informed of the proposal with a letter and plans sent via email on 9 December 2025, with the agency consultation contact details summarised in **Table 4** below.

Table 4: Agency Consultation

Agency	Contact Details for Notification
TRANSPORT FOR NSW	Via Email: development.north@transport.nsw.gov.au
NSW STATE EMERGENCY SERVICES (SES)	Via Email: rra@ses.nsw.gov.au
NSW DEPARTMENT OF EDUCATION	Via Email: schoolinfrastructure@det.nsw.edu.au
CENTRAL COAST COUNCIL	Via Email: ask@centralcoast.nsw.gov.au Formal Pre- Lodgement Meetings held on: • 5 April 2023; • 6 November 2024; • 11 November 2024; and • 9 February 2026. All meetings, with the exception of the last meeting (February 2026), occurred prior to the declaration of the Project as SSD.

A copy of the notification letters to government agencies are provided under **Appendices C to F**.

The letter outlined details of the project including project background, development overview and proposed Environmental Assessment. In addition, the email attached the SEARs requirements issued on 19 May 2025 and a PDF document with the plans and elevations of the proposed development. Formal feedback on the proposal was requested within 21 days to inform the preparation of the Environmental Impact Statement and subsequent evaluation by the DPHI.

4 Outcomes

4.1 Community Views

A neighbour notification letter (refer to **Appendix A**) was hand delivered to the letterboxes of neighbouring properties on 6 December 2025.

No written response or feedback has been received to date from neighbors and/or the community. Observing that the proposal is generally consistent with engagement undertaken by Council during the development of the *Central Coast Affordable and Alternative Housing Strategy, the Council Affordable Housing Land Proposal* and the reported EOI process, the community's familiarity with the site and intended development outcome most likely contributed to the low level of response from the community.

4.2 Government Agency Views

A letter was sent to relevant government agencies on 9 December 2026 via email (refer to **Appendices G to I**). A formal response was provided from all of the government agencies. **Table 5** below provides a summary of feedback received from government agencies. A detailed summary of how the proposal has addressed matters raised by government agencies is provided at **Appendix J**.

Table 5: Government Agency Feedback

Agency	Feedback
TRANSPORT FOR NSW	A formal response was provided by Transport NSW in letter dated 19 December 2025 (refer to Appendix G). Transport for NSW recommends that in addition to the required Traffic Impact Assessment, a traffic modelling 'assumptions and methodology' paper by prepared in consultation with TfNSW and that the EIS should demonstrate how the proposed affordable housing project can support safe pedestrian access to nearby shops and existing bus routes along The Entrance Road. In particular, the provision of additional footpaths is desirable and a review of current pedestrian crossings at The Entrance Road.
NSW STATE EMERGENCY SERVICES (SES)	A formal response was provided by NSW SES in letter dated 13 January 2026 (refer to Appendix H). NSW SES recommends that the proposal considers flooding issues in accordance with NSW Government's Flood Prone Land Policy and recommends undertaking a Flood Impact and Risk Assessment for the subject site and surrounding access roads.
NSW DEPARTMENT OF EDUCATION	A formal response was provided by NSW Department of Education in letter dated 22 December 2025 (refer to Appendix I). NSW Department of Education recommends that the following matters be considered and incorporated in the EIS: • Traffic, Vehicle Access and Pedestrian Safety • Overshadowing • Privacy/Safety • Impacts During Construction ○ Construction Traffic

Agency	Feedback
	Noise and Vibration
CENTRAL COAST COUNCIL	Following a request for comments issued on 09 December 2025, a formal pre lodgement meeting was held with Central Coast Council on 09 February 2026. A record of advice was issued by Council on 20 February 2026 (refer to Appendix J) Council's record of advice recommends the following matters are addressed in the EIS: - Waste (Construction and Operational); - Provisions of SEPP (Housing 2021) - Proximity to local heritage item (I300); - Stormwater / Watercycle management requirements; - Traffic, access, parking and manouvring requirements; - Appropriate provision of easements for access and drainage; - Consideration of flood planning provisions in the CCLEP

5 Conclusion

A comprehensive Engagement Report has been prepared in support of a State Significant Development Application (SSDA) for a proposed infill affordable housing development at Nos. 23-25 Ashton Avenue, The Entrance (SSD-84190958).

The Engagement Report demonstrates that the community engagement process was undertaken in accordance with the protocols of the DPHI Undertaking Engagement Guidelines for State Significant Projects. Engagement was undertaken with neighbouring properties and relevant government agencies.

A letter with information regarding the proposal and contact details for feedback was distributed to neighbouring properties. No written response or feedback has been received to date from neighbours and/or the community.

In addition, government agencies were engaged via a letter and relevant documentation and plans sent to their respective emails. Government agencies raised minimal additional issues through this process, with feedback considered in the preparation of the Environmental Impact Statement and SSDA.

Neighbours, community members and government agencies will be provided further opportunity to provide feedback on the proposal during the exhibition period and over the course of the assessment. As required, the proponent will continue to engage relevant stakeholders as the SSDA project progresses.

APPENDIX A: NEIGHBOUR NOTIFICATION LETTER



Phone 02 4324 7617
Email info@pacificlink.org.au
Web www.pacificlink.org.au

Visit Suite G02, 280 Mann St, Gosford
Post PO Box 1888, Gosford NSW 2250
ABN 82 074 394 648

6 December 2025

Dear Neighbour,

**RE: Notification Letter – State Significant Development
Proposed Development – 23-25 Ashton Avenue, The Entrance**

Pacific Link Housing (PLH), a Tier 1 Community Housing Provider (CHP), wishes to notify you of a proposed mixed-use development at 23-25 Ashton Avenue, The Entrance NSW.

The Department of Planning, Housing and Infrastructure (DPHI) has issued Secretary's Environmental Assessment Requirements (SEAR'S) to facilitate the preparation of an Environmental Impact Statement (EIS) for the proposal. Please find below background information associated with the subject site and proposed development.

Project Background

This project is a key initiative of the Central Coast Affordable and Alternative Housing Strategy, which was adopted by Central Coast Council in 2019. As a key deliverable of the Strategy, Council committed land towards the development of this site with the aim of creating much needed affordable housing for the region.

The project will have an integrated tenancy mix, comprised largely of affordable housing for key worker households, complimented by other tenancies along the housing continuum subject to potential layering of funding contributions from other levels of Government. The Central Coast is experiencing a housing crisis, and this project is designed to provide housing for those on low to moderate incomes.

In early-2025, an Expression of Interest was lodged with the NSW Government's Housing Delivery Authority (HDA) outlining a proposed mixed-use development over the Site. The Minister for Planning and Public Spaces subsequently declared that the proposal was a 'State Significant Development' (SSD) and would therefore be assessed under the Housing Delivery Authority (HDA) assessment pathway.

Proposed Development Overview

The proposal is for the development of a 7-storey mixed-use building on the site, including the provision of shop-top housing apartments. Key features of the proposal include the following:

- Ground floor commercial space fronting Ashton Avenue, as well as at-grade carparking, storage, services and landscaped outdoor open space;
- 6 levels of shop-top housing above, with a total of 50 apartments, comprising:
 - 30 x 1-bedroom units;
 - 20 x 2-bedroom units;
- In accordance with the requirement from Central Coast Council, a minimum of 60% of the apartments will be utilised as 'affordable housing';

Registration
Number
R4577140612





Phone 02 4324 7617
Email info@pacificlink.org.au
Web www.pacificlink.org.au

Visit Suite G02, 280 Mann St, Gosford
Post PO Box 1888, Gosford NSW 2250
ABN 82 074 394 648

- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue. Existing vehicular access to the rear of two adjoining commercial lots will be achieved through the site as per requirements from Central Coast Council.

An aerial view of the site is shown in Figure 1 as follows:



Figure 1: Aerial View

Proposed Environmental Assessment

An EIS is required to be prepared pursuant to the EP&A Regulation 2021, in accordance with the NSW Government's *State Significant Development Guidelines*, including the *Preparing an Environmental Impact Statement*.

Further plans and elevations of the proposed development can be found at the following website:

<https://www.pacificlink.org.au/development-details-ashton-avenue-the-entrance/>

Should you wish to provide any further feedback on the proposed development, please email your feedback to info@pacificlink.org.au or mail to PO Box 1888 Gosford NSW 2250 by 20 December 2025.

Regards

A handwritten signature in black ink, appearing to read "Mark Glew".

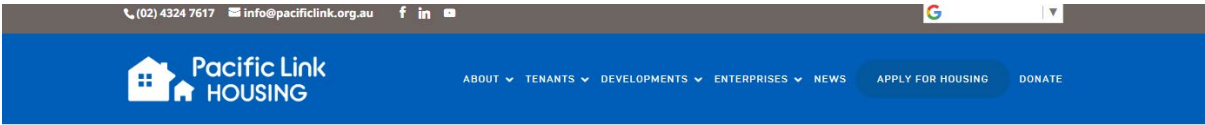
Mark Glew
Pacific Link Housing

Registration
Number
R4577140612



Extract from PLH Website – Community and Agency Consultation:

<https://www.pacificlink.org.au/development-details-ashton-avenue-the-entrance/>



DEVELOPMENT DETAILS
23-25 ASHTON AVENUE, THE ENTRANCE

DRAFT AERIAL IMAGES



DRAFT AERIAL IMAGES



DRAFT SITE PLANS



APPENDIX B: NEIGHBOUR NOTIFICATION MAP



APPENDIX C: AGENCY CONSULTATION – TRANSPORT FOR NSW



09 December 2025

Ref: 1213

Transport for NSW

Via Email: development.north@transport.nsw.gov.au

Dear Sir / Madam

RE: Notification Letter – State Significant Development
Proposed 7-Storey Mixed Use Development – Nos. 23-25 Ashton Avenue, The Entrance

On behalf of Pacific Link Housing (PLH), we wish to notify TfNSW of a proposed 7-storey mixed use development at Nos. 23-25 Ashton Avenue, The Entrance.

The Department of Planning, Housing and Infrastructure (DPHI) has issued Secretary's Environmental Assessment Requirements (SEARS) to facilitate the preparation of an Environmental Impact Statement (EIS) for the proposal. WPP Pty Ltd has been engaged to prepare the EIS and coordinate consultation with stakeholders.

To facilitate consultation with TfNSW, please find below background information associated with the subject site and proposed development.

Project Background

In early-2025, an Expression of Interest was lodged with the NSW Government's Housing Delivery Authority (HDA) outlining a proposed mixed-use development over the Site. The Minister for Planning and Public Spaces subsequently declared that the proposal was 'State Significant Development' (SSD) pursuant to the HDA pathway, and on 19 May 2025 industry-specific Secretary's Environmental Assessment Requirements (SEARs) were issued for the proposal.

Proposed Development Overview

The proposal is for the development of a 7-storey mixed-use building on the site, including the provision of 50 shop-top housing apartments. Key features of the proposal include the following:

- Ground floor commercial space fronting Ashton Avenue, as well as at-grade carparking, storage, services and landscaped outdoor open space;
- 6 levels of shop-top housing above, with a total of 50 apartments, comprising:
 - 30 x 1-bedroom units;
 - 20 x 2-bedroom units;
- A portion of the apartments are to be 'affordable housing';
- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue. Existing vehicular access to 2 adjoining commercial lots will be maintained through the site.

An aerial view of the site is shown in Figure 1 as follows:

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60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858



Figure 1: Aerial View

Preliminary extracts of the plans are provided at Figure 2 and Figure 3 as follows:



Figure 2: Preliminary Site Plan Extract

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0484 694 122
ABN 49 635 123 858



Figure 3: Preliminary 3D Render

Additional details of the proposed development are illustrated in the architectural plans in Attachment 1 for the TfNSW 's review.

Proposed Environmental Assessment

An EIS is required to be prepared pursuant to the EP&A Regulation 2021, in accordance with the NSW Government's *State Significant Development Guidelines*, including the *Preparing an Environmental Impact Statement*.

The project will respond to the Environmental Assessment Requirements or SEARS issued for the project through the preparation of an Environmental Impact Statement (EIS) which will provide a detailed assessment of matters including but not limited to:

- Traffic and Transportation;
- Flood Risk and Water Cycle Management;
- Acoustic Impacts;
- Waste Management – Construction and Operational;
- Biodiversity
- Energy Efficiency;
- Heritage;
- Geotechnical and Contamination;

Based on the above, we anticipate the following technical consultant input would be required to support the Report:

- Survey Plans;
- Detailed Architectural Plans
- Landscape Plans
- Civil and Stormwater Management Plans
- Traffic Impact Assessment

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0484 694 122
ABN 49 635 123 858



- Flood Impact Assessment
- Contamination Investigations
- Geotechnical Investigations
- Noise Impact Assessment
- Heritage and Aboriginal Cultural Heritage Assessment;
- Biodiversity Assessment or where appropriate a waiver;
- Energy Efficiency Assessments (BASIX)
- Waste Management Plan; and
- Construction Management Plans

In consultation with WPP Pty Ltd, PLH is engaging a range of technical consultants to prepare the above-mentioned assessments. The Report and supporting technical inputs will be informed by feedback provided by key stakeholders including your agency.

We would greatly appreciate the TfNSW's formal feedback on the proposal within 21 days to inform the preparation of the Environmental Impact Statement and subsequent evaluation by the DPHI. Please respond via email at enquiries@wppgroup.com.au.

If you have any queries, please do not hesitate to call me on 0484 694 122.

Regards

A handwritten signature in black ink, appearing to read 'Anthony Williams', written in a cursive style.

Anthony Williams
Director and Registered Planner



Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858

APPENDIX D: AGENCY CONSULTATION LETTER – NSW SES



09 December 2025

Ref: 1213

Senior Manager Emergency Risk Management
NSW State Emergency Service – State Headquarters
Via Email: rra@ses.nsw.gov.au

Dear Sir / Madam

RE: Notification Letter – State Significant Development
Proposed 7-Storey Mixed Use Development – Nos. 23-25 Ashton Avenue, The Entrance

On behalf of Pacific Link Housing (PLH), we wish to notify the NSW SES of a proposed 7-storey mixed use development at Nos. 23-25 Ashton Avenue, The Entrance.

The Department of Planning, Housing and Infrastructure (DPHI) has issued Secretary's Environmental Assessment Requirements (SEARS) to facilitate the preparation of an Environmental Impact Statement (EIS) for the proposal. WPP Pty Ltd has been engaged to prepare the EIS and coordinate consultation with stakeholders.

To facilitate consultation with the NSW SES, please find below background information associated with the subject site and proposed development.

Project Background

In early-2025, an Expression of Interest was lodged with the NSW Government's Housing Delivery Authority (HDA) outlining a proposed mixed-use development over the Site. The Minister for Planning and Public Spaces subsequently declared that the proposal was 'State Significant Development' (SSD) pursuant to the HDA pathway, and on 19 May 2025 industry-specific Secretary's Environmental Assessment Requirements (SEARs) were issued for the proposal.

Proposed Development Overview

The proposal is for the development of a 7-storey mixed-use building on the site, including the provision of 50 shop-top housing apartments. Key features of the proposal include the following:

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 - 20 x 2-bedroom units;
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- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue. Existing vehicular access to 2 adjoining commercial lots will be maintained through the site.

An aerial view of the site is shown in Figure 1 as follows:

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0484 694 122
ABN 49 635 123 858



Figure 1: Aerial View

Preliminary extracts of the plans are provided at Figure 2 and Figure 3 as follows:

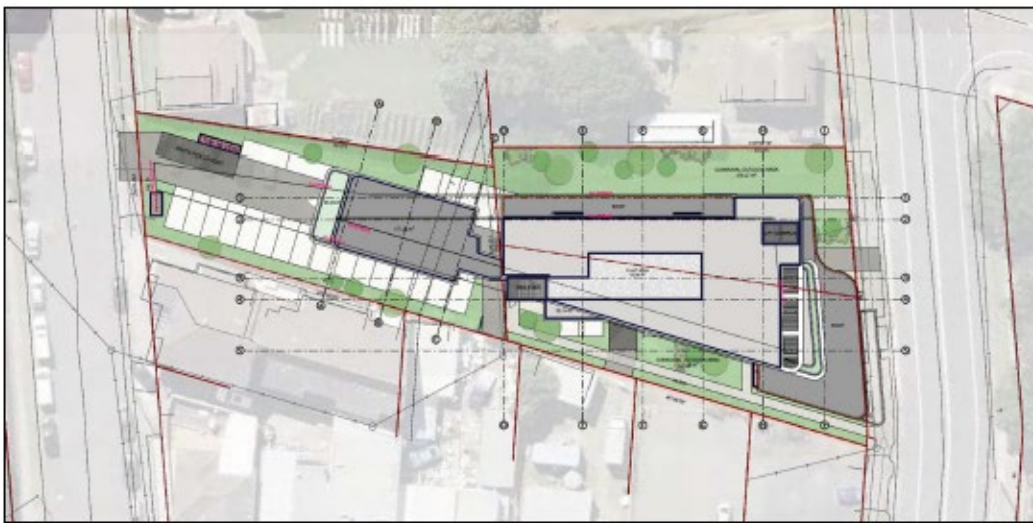


Figure 2: Preliminary Site Plan Extract

Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858



Figure 3: Preliminary 3D Render

Additional details of the proposed development are illustrated in the architectural plans in Attachment 1 for the NSW SES's review.

Proposed Environmental Assessment

An EIS is required to be prepared pursuant to the EP&A Regulation 2021, in accordance with the NSW Government's *State Significant Development Guidelines*, including the *Preparing an Environmental Impact Statement*.

The project will respond to the Environmental Assessment Requirements or SEARS issued for the project through the preparation of an Environmental Impact Statement (EIS) which will provide a detailed assessment of matters including but not limited to:

- Traffic and Transportation;
- Flood Risk and Water Cycle Management;
- Acoustic Impacts;
- Waste Management – Construction and Operational;
- Biodiversity
- Energy Efficiency;
- Heritage;
- Geotechnical and Contamination;

Based on the above, we anticipate the following technical consultant input would be required to support the Report:

- Survey Plans;
- Detailed Architectural Plans
- Landscape Plans
- Civil and Stormwater Management Plans
- Traffic Impact Assessment

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- Flood Impact Assessment
- Contamination Investigations
- Geotechnical Investigations
- Noise Impact Assessment
- Heritage and Aboriginal Cultural Heritage Assessment;
- Biodiversity Assessment or where appropriate a waiver;
- Energy Efficiency Assessments (BASIX)
- Waste Management Plan; and
- Construction Management Plans

In consultation with WPP Pty Ltd, PLH is engaging a range of technical consultants to prepare the above-mentioned assessments. The Report and supporting technical inputs will be informed by feedback provided by key stakeholders including your agency.

We would greatly appreciate the NSW SES's formal feedback on the proposal within 21 days to inform the preparation of the Environmental Impact Statement and subsequent evaluation by the DPHI. Please respond via email at enquiries@wppgroup.com.au.

If you have any queries, please do not hesitate to call me on 0484 694 122.

Regards

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Anthony Williams
Director and Registered Planner



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APPENDIX E: AGENCY CONSULTATION LETTER – DEPARTMENT OF EDUCATION



09 December 2025

Ref: 1213

NSW Department of Education
Via Email: schoolinfrastructure@det.nsw.edu.au

Dear Sir / Madam

RE: Notification Letter – State Significant Development
Proposed 7-Storey Mixed Use Development – Nos. 23-25 Ashton Avenue, The Entrance

On behalf of Pacific Link Housing (PLH), we wish to notify the NSW DoE of a proposed 7-storey mixed use development at Nos. 23-25 Ashton Avenue, The Entrance.

The Department of Planning, Housing and Infrastructure (DPHI) has issued Secretary's Environmental Assessment Requirements (SEARS) to facilitate the preparation of an Environmental Impact Statement (EIS) for the proposal. WPP Pty Ltd has been engaged to prepare the EIS and coordinate consultation with stakeholders.

To facilitate consultation with NSW DoE, please find below background information associated with the subject site and proposed development.

Project Background

In early-2025, an Expression of Interest was lodged with the NSW Government's Housing Delivery Authority (HDA) outlining a proposed mixed-use development over the Site. The Minister for Planning and Public Spaces subsequently declared that the proposal was 'State Significant Development' (SSD) pursuant to the HDA pathway, and on 19 May 2025 industry-specific Secretary's Environmental Assessment Requirements (SEARs) were issued for the proposal.

Proposed Development Overview

The proposal is for the development of a 7-storey mixed-use building on the site, including the provision of 50 shop-top housing apartments. Key features of the proposal include the following:

- Ground floor commercial space fronting Ashton Avenue, as well as at-grade carparking, storage, services and landscaped outdoor open space;
- 6 levels of shop-top housing above, with a total of 50 apartments, comprising:
 - 30 x 1-bedroom units;
 - 20 x 2-bedroom units;
- A portion of the apartments are to be 'affordable housing';
- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue. Existing vehicular access to 2 adjoining commercial lots will be maintained through the site.

An aerial view of the site is shown in Figure 1 as follows:

Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858



Figure 1: Aerial View

Preliminary extracts of the plans are provided at Figure 2 and Figure 3 as follows:

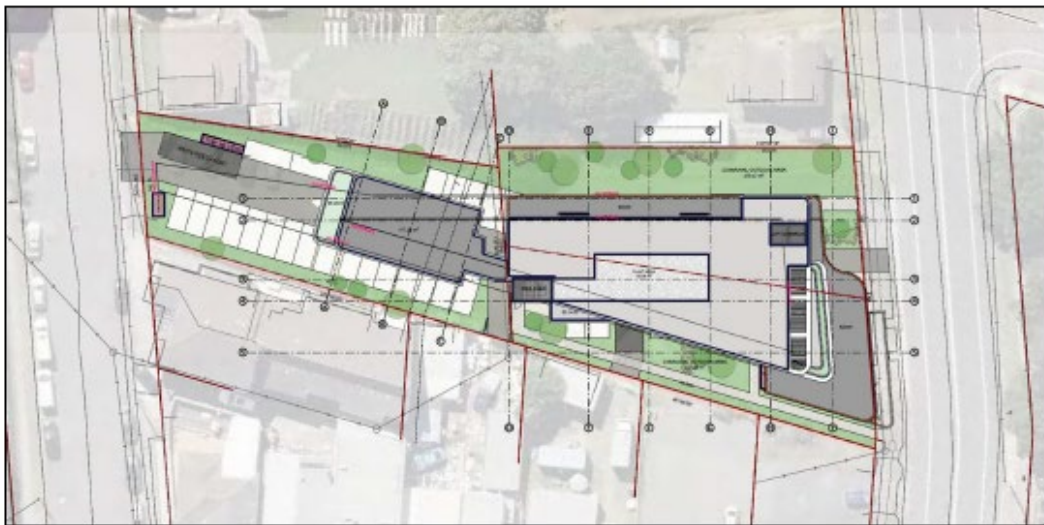


Figure 2: Preliminary Site Plan Extract

Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858



Figure 3: Preliminary 3D Render

Additional details of the proposed development are illustrated in the architectural plans in Attachment 1 for review and comment.

Proposed Environmental Assessment

An EIS is required to be prepared pursuant to the EP&A Regulation 2021, in accordance with the NSW Government's *State Significant Development Guidelines*, including the *Preparing an Environmental Impact Statement*.

The project will respond to the Environmental Assessment Requirements or SEARS issued for the project through the preparation of an Environmental Impact Statement (EIS) which will provide a detailed assessment of matters including but not limited to:

- Traffic and Transportation;
- Flood Risk and Water Cycle Management;
- Acoustic Impacts;
- Waste Management – Construction and Operational;
- Biodiversity
- Energy Efficiency;
- Heritage;
- Geotechnical and Contamination;

Based on the above, we anticipate the following technical consultant input would be required to support the Report:

- Survey Plans;
- Detailed Architectural Plans
- Landscape Plans
- Civil and Stormwater Management Plans
- Traffic Impact Assessment

Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
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- Flood Impact Assessment
- Contamination Investigations
- Geotechnical Investigations
- Noise Impact Assessment
- Heritage and Aboriginal Cultural Heritage Assessment;
- Biodiversity Assessment or where appropriate a waiver;
- Energy Efficiency Assessments (BASIX)
- Waste Management Plan; and
- Construction Management Plans

In consultation with WPP Pty Ltd, PLH is engaging a range of technical consultants to prepare the above-mentioned assessments. The Report and supporting technical inputs will be informed by feedback provided by key stakeholders including your agency.

We would greatly appreciate the NSW DoE's formal feedback on the proposal within 21 days to inform the preparation of the Environmental Impact Statement and subsequent evaluation by the DPHI. Please respond via email at enquiries@wppgroup.com.au.

If you have any queries, please do not hesitate to call me on 0484 694 122.

Regards

A handwritten signature in black ink, appearing to read 'Anthony Williams', written in a cursive style.

Anthony Williams
Director and Registered Planner



Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858

APPENDIX F: AGENCY CONSULTATION – CENTRAL COAST COUNCIL



09 December 2025

Ref: 1213

Mr David Farmer
Chief Executive Officer
Central Coast Council

Via Email: ask@centralcoast.nsw.gov.au

Dear Sir / Madam

RE: Notification Letter – State Significant Development
Proposed 7-Storey Mixed Use Development – Nos. 23-25 Ashton Avenue, The Entrance

On behalf of Pacific Link Housing (PLH), we wish to notify Central Coast Council of a proposed 7-storey mixed use development at Nos. 23-25 Ashton Avenue, The Entrance.

The Department of Planning, Housing and Infrastructure (DPHI) has issued Secretary's Environmental Assessment Requirements (SEARS) to facilitate the preparation of an Environmental Impact Statement (EIS) for the proposal. WPP Pty Ltd has been engaged to prepare the EIS and coordinate consultation with stakeholders.

To facilitate consultation with Central Coast Council, please find below background information associated with the subject site and proposed development.

Project Background

In early-2025, an Expression of Interest was lodged with the NSW Government's Housing Delivery Authority (HDA) outlining a proposed mixed-use development over the Site. The Minister for Planning and Public Spaces subsequently declared that the proposal was 'State Significant Development' (SSD) pursuant to the HDA pathway, and on 19 May 2025 industry-specific Secretary's Environmental Assessment Requirements (SEARs) were issued for the proposal.

Proposed Development Overview

The proposal is for the development of a 7-storey mixed-use building on the site, including the provision of 50 shop-top housing apartments. Key features of the proposal include the following:

- Ground floor commercial space fronting Ashton Avenue, as well as at-grade carparking, storage, services and landscaped outdoor open space;
- 6 levels of shop-top housing above, with a total of 50 apartments, comprising:
 - 30 x 1-bedroom units;
 - 20 x 2-bedroom units;
- A portion of the apartments are to be 'affordable housing';
- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue. Existing vehicular access to 2 adjoining commercial lots will be maintained through the site.

An aerial view of the site is shown in Figure 1 as follows:

Williams Planning and Property Pty Ltd
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0484 694 122
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Figure 1: Aerial View

Preliminary extracts of the plans are provided at Figure 2 and Figure 3 as follows:

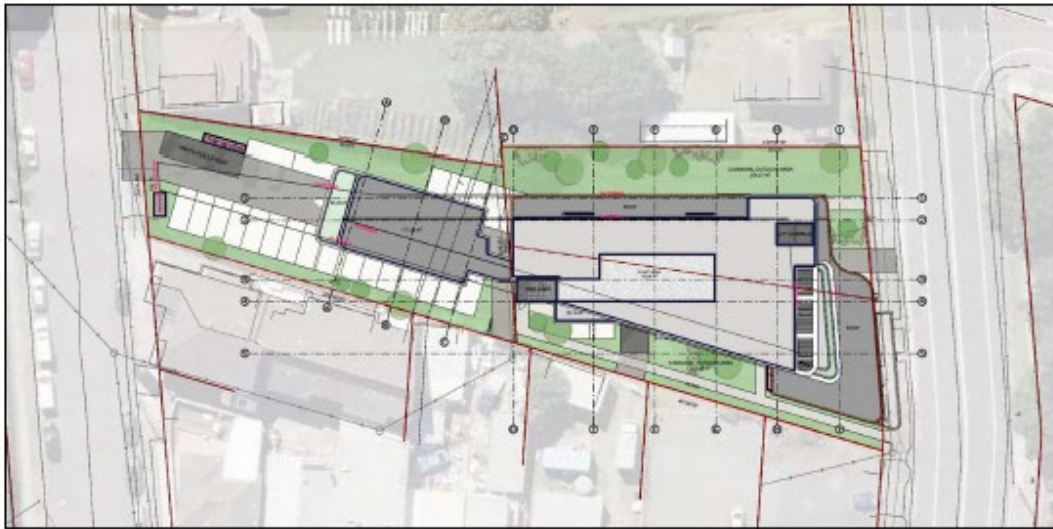


Figure 2: Preliminary Site Plan Extract

Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858



Figure 3: Preliminary 3D Render

Additional details of the proposed development are illustrated in the architectural plans in Attachment 1 for the Central Coast Council's review.

Proposed Environmental Assessment

An EIS is required to be prepared pursuant to the EP&A Regulation 2021, in accordance with the NSW Government's *State Significant Development Guidelines*, including the *Preparing an Environmental Impact Statement*.

The project will respond to the Environmental Assessment Requirements or SEARS issued for the project through the preparation of an Environmental Impact Statement (EIS) which will provide a detailed assessment of matters including but not limited to:

- Traffic and Transportation;
- Flood Risk and Water Cycle Management;
- Acoustic Impacts;
- Waste Management – Construction and Operational;
- Biodiversity
- Energy Efficiency;
- Heritage;
- Geotechnical and Contamination;

Based on the above, we anticipate the following technical consultant input would be required to support the Report:

- Survey Plans;
- Detailed Architectural Plans
- Landscape Plans
- Civil and Stormwater Management Plans
- Traffic Impact Assessment

Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858



- Flood Impact Assessment
- Contamination Investigations
- Geotechnical Investigations
- Noise Impact Assessment
- Heritage and Aboriginal Cultural Heritage Assessment;
- Biodiversity Assessment or where appropriate a waiver;
- Energy Efficiency Assessments (BASIX)
- Waste Management Plan; and
- Construction Management Plans

In consultation with WPP Pty Ltd, PLH is engaging a range of technical consultants to prepare the above-mentioned assessments. The Report and supporting technical inputs will be informed by feedback provided by key stakeholders including your agency.

We would greatly appreciate the Central Coast Council's formal feedback on the proposal within 21 days to inform the preparation of the Environmental Impact Statement and subsequent evaluation by the DPHI. Please respond via email at enquiries@wppgroup.com.au.

If you have any queries, please do not hesitate to call me on 0484 694 122.

Regards

A handwritten signature in black ink, appearing to read 'Anthony Williams', written in a cursive style.

Anthony Williams
Director and Registered Planner



Williams Planning and Property Pty Ltd
60 Denison Street Hamilton East NSW 2303
0484 694 122
ABN 49 635 123 858

APPENDIX G: AGENCY FEEDBACK – TRANSPORT FOR NSW

Transport for NSW



19 December 2025

File No: NTH25/00623/001

The Director
Williams Planning and Property Pty Ltd
60 Denison Street
Hamilton NSW 2303

Attention: Sophia Brown

Request for input into Environmental Impact Statement for 7 Storey Mixed Use Development at Lots 24, Section 2, 36 & 37 DP14230; 23-25 Ashton Avenue, The Entrance

I refer to your letter of 9 December 2025 requesting input from Transport for NSW into the preparation of the Environmental Impact Statement (EIS) for the abovementioned development proposal.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the [Connecting NSW Strategy](#).

Oakland Avenue (HW30) is a classified (State) road and all other roads within the site location are local roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the Roads Act 1993.

As outlined in Item No. 9 of the Industry Specific SEARS for Housing a Transport Impact Assessment (TIA) is to be prepared by suitably qualified person/s in accordance with the [TfNSW Guide to Transport Impact Assessment, 2024](#), Austroads Guide to Traffic Management Part 12 and the complementary TfNSW Supplement.

Prior to the proponent undertaking any traffic modelling to support the Transport Impact Assessment, it is recommended a traffic modelling 'assumptions and methodology' paper be prepared in consultation with TfNSW.

The 'assumptions and methodology' paper should identify, at minimum:

- a. Traffic count data source,
- b. Assumptions for modelling, including traffic volumes, trip distributions, background growth; and,
- c. Scenarios to be run (i.e. existing; existing plus development; and, existing plus development, plus the 10-year horizon). Note additional scenarios may be required to identify hold points or triggers for infrastructure upgrades related to staged development. TfNSW can assist with the relevant scenarios to be modelled.

The EIS should demonstrate how the proposed affordable housing project can support safe pedestrian access to nearby shops and existing bus routes along The Entrance Road. In particular, the provision of additional footpaths is desirable and there may need to be a review of current pedestrian crossings at The Entrance Road to facilitate introduced desire lines.

6 Stewart Avenue (Locked Bag 2030) Newcastle West NSW 2302
76 Victoria Street (PO Box 576) Grafton NSW 2460

1300 207 783
transport.nsw.gov.au

ABN 18 804 239 602
1 of 2

If you have any further enquiries regarding the above comments please contact Shelby Wells, Development Services Case Officer, on 1300 207 783 or 0429 155 086 by emailing development.north@transport.nsw.gov.au.

Yours faithfully,



Court Walsh
A/Manager Development Services North
Technical Advice & Development Services
Transport Planning
Planning, Integration & Passenger

APPENDIX H: AGENCY FEEDBACK – NSW SES



Our Ref: ID 3567
Your Ref:

13 January 2026

Sophia Brown
Williams Planning and Property Pty Ltd
60 Denison Street
Hamilton East NSW 2303

email: enquiries@wppgroup.com.au; sophiabrown@wppgroup.com.au;
CC: lisa.ignatavicius1@ses.nsw.gov.au

Via E-mail

Dear Sophia,

State Significant Development Application for EIS 23 - 25 Ashton Avenue, The Entrance

Thank you for the opportunity to provide advice on the State Significant Development Application for 23 - 25 Ashton Avenue, The Entrance. It is understood that the proposed development is for a 7-storey mixed use building including 50 shop-top housing apartments and includes:

- Ground flood commercial space fronting Ashton Avenue, at grade parking, storage, services and landscaped outdoor open space.
- 6 levels of shop-top housing above with a total of 50 apartments.
- A portion of the apartments to be affordable housing.
- Vehicle access to the site via Ashton Avenue, exiting the site via Campbell Avenue and maintaining existing vehicular access to 2 adjoining commercial lots through the site.

We have reviewed the following documents provided as part of the preparation of our advice.

- WPP Planning, 2025, Notification Letter – State Significant Development
- WPP Planning, 2025, Plans for Agency Consultation - combined

The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunamis in NSW. This role includes planning for, responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to either exacerbate existing flood risk or create new flood risk for communities in NSW.

We recommend the proposal considers flooding issues in accordance with the requirements of NSW Government's Flood Prone Land Policy as set out in the [Flood Risk Management](#)



STATE HEADQUARTERS

93 - 99 Burelli Street, Wollongong 2500
PO Box 6126, Wollongong NSW 2500
P (02) 4251 6111
F (02) 4251 6190
www.ses.nsw.gov.au
ABN: 88 712 649 015



[Manual](#) 2023 (the Manual) and supporting guidelines, including the [Support for Emergency Management Planning](#) and relevant planning circulars and directions under the *Environmental Planning and Assessment Act, 1979*, including 4.1 Flooding and PS24-001.

Therefore, we recommend undertaking a Flood Impact and Risk Assessment (FIRA) to assess flood risk on the site and surrounding access roads, to demonstrate consistency with the s9.1 Direction 4.1 Flooding and inform any necessary flood management measures. The assessment should be prepared in accordance with the Flood Risk Management Guideline LU01: Flood Impact and Risk Assessment and consider flood risk up to the Probable Maximum Flood (PMF), including the potential impacts of climate change.

As the role of NSW SES is to provide advice to the consent authority, we kindly request that any future consultation related to this SSD is referred to the NSW SES through the Department of Planning, Housing and Infrastructure (DPHI), via the Major Projects Portal.

You may also find the following Guidelines on the NSW SES website useful:

- [Reducing Vulnerability of Buildings to Flood Damage](#)
- [Designing Safer Subdivisions](#)
- [Managing Flood Risk Through Planning Opportunities](#)

Please feel free to contact our team via email at rra@ses.nsw.gov.au should you wish to discuss any of the matters raised in this correspondence. The NSW SES would also be interested in receiving future correspondence regarding the outcome of this referral via this email address.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'KD', is positioned above the printed name of the signatory.

Kate Dawes
A/Manager, Emergency Risk Assessment
NSW State Emergency Service

www.ses.nsw.gov.au



ATTACHMENT A: Principles Outlined in the Support for Emergency Management Planning Guideline¹

Principle 1 Any proposed Emergency Management strategy should be compatible with any existing community Emergency Management strategy.

Any proposed Emergency Management strategy for an area should be compatible with the strategies identified in the NSW State Flood Plan² and the Central Coast Council Flood Emergency Sub Plan, where evacuation is the preferred emergency management strategy for people impacted by flooding.³

Principle 2 Decisions should be informed by understanding the full range of risks to the community.

Decisions relating to future development should be risk-based and ensure Emergency Management risks to the community of the full range of floods are effectively understood and managed.

Further, risk assessment should consider the full range of flooding, including events up to the Probable Maximum Flood (PMF) and not focus only on the 1% AEP flood. Climate change should also be considered.

It is noted that the site itself is prone to flooding due to overland flow along the north western perimeter as frequently as the 20% Annual Exceedance Probability (AEP) event.⁴ During the Probable Maximum Flood (PMF) much of the site and all surrounding streets become inundated to depths of up to 0.3 metres⁵ with Ashton Avenue reaching Hazard Level 5 (H5).⁶ This level of hazard is unsafe for all people and vehicles.

The site may be classified as a Low Flood Island as per EM01 Support for Emergency Management Planning Part C2, as it may become isolated by roadway flooding before becoming inundated. We recommend undertaking a Flood Impact and Risk Assessment (FIRA) to assess flood risk on the site and surrounding access roads, to demonstrate consistency with the s9.1 Direction 4.1 Flooding and inform any necessary flood management measures.

¹ NSW Government. 2023. Principles Outlined in the Support for Emergency Management Planning Guideline

² NSW Government. 2024. NSW State Flood Plan. Section 5.1.7, page 34

³ NSW SES, Central Coast Council Flood Emergency Sub Plan, Endorsed September 2021, Section 5.8

⁴ Catchment Simulation Solutions, 2021, Killarney Vale / Long Jetty Catchments Floodplain Risk Management Study & Plan, Figure 5.5 Peak Floodwater Depths for the 20% AEP Flood, Volume 2 Page 12

⁵ Catchment Simulation Solutions, 2021, Killarney Vale / Long Jetty Catchments Floodplain Risk Management Study & Plan, Figure 8.5 Peak Floodwater Depths for the PMF, Volume 2 Page 27

⁶ Catchment Simulation Solutions, 2021, Killarney Vale / Long Jetty Catchments Floodplain Risk Management Study & Plan, Figure 11.5 Flood Hazard for the PMF, Volume 2 Page 42



Principle 3 Development of the floodplain does not impact on the ability of the existing community to safely and effectively respond to a flood.

The ability of the existing community to effectively respond (including self-evacuating) within the available timeframe on available infrastructure is to be maintained. It is not to be impacted on by the cumulative impact of new development.

Risk assessment should have regard to flood warning and evacuation demand on existing and future access/egress routes. Consideration should also be given to the impacts of localised flooding on evacuation routes. Evacuation must not require people to drive or walk through flood water.

Development strategies relying on an assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable to the NSW SES.

Principle 4 Decisions on development within the floodplain does not increase risk to life from flooding.

Managing flood risks associated with Low Flood Islands requires careful consideration of development type, likely users, and their ability respond to minimise their risks. This includes consideration of:

- Isolation – There is no known safe period of isolation in a flood, the longer the period of isolation the greater the risk to occupants who are isolated.
- Secondary risks – This includes fire and medical emergencies that can impact on the safety of people isolated by floodwater. The potential risk to occupants needs to be considered and managed in decision-making.
- Consideration of human behaviour – The behaviour of individuals such as choosing not to remain isolated from their family or social network in a building on a floor above the PMF for an extended flood duration or attempting to return to a building during a flood, needs to be considered.

Principle 5 Risks faced by the itinerant population need to be managed.

Any Emergency Management strategy needs to consider people visiting the area or using a development.

Principle 6 Recognise the need for effective flood warning and associated limitations.

An effective flood warning strategy with clear and concise messaging understood by the community is key to providing the community an opportunity to respond to a flood threat in an appropriate and timely manner.

NSW SES utilises the Australian Warning System which is a nationally consistent, three-tiered approach to issue clear warnings and lead people to take action ahead of severe weather



events. The three warning tiers consist of Advice, Watch and Act and Emergency Warning. These warnings can be viewed on the SES website and the HazardWatch website and app.

Principle 7 Ongoing community awareness of flooding is critical to assist effective emergency response.

www.ses.nsw.gov.au

APPENDIX I: AGENCY FEEDBACK – DEPARTMENT OF EDUCATION

NSW Department of Education



22 December 2025

Mr A. Williams
Director
WPP Planning and Property
enquiries@wppgroup.com.au.

Re: State Significant Development - Proposed 7-Storey Mixed Use Development at 23-25 Ashton Avenue, The Entrance

Dear Mr Williams,

Thank you for your letter dated 9 December 2025 seeking comment from the Department of Education (the department) in relation to the preparation of an Environmental Impact Statement (EIS) for the above proposed development.

The department understands that the proposal is for the development of a seven-storey mixed-use building on the site, including the provision of 50 shop-top housing apartments including:

- Ground floor commercial space fronting Ashton Avenue, as well as at-grade carparking, storage, services and landscaped outdoor open space;
- six levels of shop-top housing above, with a total of 50 apartments;
- A portion of the apartments are to be 'affordable housing';
- Vehicle access to the site to be from Ashton Avenue, exiting the site via Campbell Avenue.

The site is located across the road from The Entrance Public School (the school) as shown in Figure 1.



Figure 1: Location of works relative to The Entrance Public School with subject site identified by yellow pin

1/3

The successful operation of the school relies on safe pedestrian, cyclist and vehicle access, minimal noise and vibration interference and appropriate levels of amenity to provide the students and teachers with the best possible learning environment.

As such, consideration and incorporation of the following is requested as part of the EIS to limit and manage any impacts to the school and its students as a result of the proposed development:

- **Traffic, Vehicle Access and Pedestrian Safety**

The proposed vehicular access via Campbell Avenue raises potential safety concerns for students and staff of the school. The additional traffic generation and the access to the parking area in the proposed development should be assessed adequately in the Traffic Impact Assessment to be prepared as part of the EIS and shared with the department for further review.

- **Overshadowing**

The proposed development may result in overshadowing of the school. The development should result in no adverse overshadowing impacts on the open space and the learning areas in the school. The EIS should include an assessment overshadowing, including shadowing diagrams, and consider reducing the overall height of the proposed development, if required, to reduce impacts.

- **Privacy / safety**

Consideration should be given to protecting the privacy and safety of the school community through the introduction of a combination of design (i.e. limit overlooking opportunities), appropriate traffic control, safety and privacy measures, such appropriate carpark layout and vehicle entry location, traffic control measures, privacy screening, landscaping and the like.

- **Impacts During Construction**

The development has the potential to negatively impact the ongoing operation of the school during the construction phase of the proposal. The EIS should specifically consider construction impacts on the school, including student safety, traffic, noise, vibration and air quality. The EIS should include appropriate mitigation measures where impacts are identified, including (but not limited to) the following:

- **Construction Traffic**

- Prohibit construction vehicles accessing and egressing the site during school drop-off and pick-up times (30 minutes before and after school start and finish times).
- Work zones should not be proposed in locations that will compromise pedestrian, cyclist and vehicular access to the school and associated drop-off and pick-up spaces.
- Pedestrian and cyclist safety should be closely considered and managed including where necessary, traffic controllers for construction vehicle entry and exit movements.
- If any impacts to school bus services are anticipated, these should be addressed and mitigated through the CEMP.

- **Noise and Vibration**

- Noise and vibration assessments are to assess operational and construction noise impacts and consider the school as a sensitive receiver.
- If noise and vibration exceedances at the school are identified, mitigation measures should be developed to maintain internal noise levels for classrooms required by the Department's Educational Facilities Standards and Guidelines (EFSG). Construction

management measures should be consistent with NSW EPA construction noise guidelines.

- If necessary, a mitigation measure should also be included to provide periods of respite during the school day to limit impacts to student learning.
- o **Air Quality**
 - Consideration should be given to air quality impacts arising from construction dust including appropriate mitigation measures as necessary.

The department thanks you for your consideration of the above matters. The department should be consulted and notified again following lodgement of the EIS to provide further feedback.

Should you require further information, please contact the department's Senior Planner, Andrew Crump on 02 8842 6396.

Sincerely,



Jason Maslen
A/Director Statutory Planning

APPENDIX J: AGENCY RESPONSE TABLE

[1213 | 23-25 Ashton Avenue, The Entrance | Agency Response Table | SSD-84190958](#)

	Agency	Items Raised	Technical Inputs	Project Response
1.	Central Coast Council			
	Waste	• All DA applicants are expected to lodge the completed RWMP form as part of their DA submission, regardless of whether a suitably qualified waste consultant has produced an external Waste Management Plan. • The intent of the standardised RWMP form is to streamline information for Council and encourage applicants and consultants to think deeper about how each material flow is managed. • Council requires that applicant use the correct forms within the Guidelines to ensure continuity and consistency in applying the intentions of the guidelines across a diverse range of development applications and associated activities. The forms provided support to applicants and ensure that all applications address the Council requirements in a uniform manner. • Central Coast Council RWMP form can be found here: CCC Waste DCP - RWMP form 2023.pdf (nsw.gov.au)	Waste Management Plan (WMP) (Appendix 26) prepared by MRA.	The WMP includes Council's standard forms with the requisite details.
		An SP and C - Resource and Waste Management Plan is to be submitted to cover the site prep and construction stages.	Waste Management Plan (WMP) (Appendix 26) prepared by MRA.	Chapter 4 of the WMP includes details relating to construction waste management systems.
		• The applicant to ensure that the plans clearly indicate the waste collection vehicle can safely access the site from Ashton Ave and exit the site onto Campbell Ave (clearance height at the exit point onto Campbell Ave). • Transfer path of bins from the waste storage room appears to be impeded by the adjacent carpark (carpark 32) transfer path must not be impeded and there must be sufficient clearance around the doorways to get bins in and out of the storage area.	Waste Management Plan (WMP) (Appendix 26) prepared by MRA. Architectural Plans (Appendix 11) prepared by SDA	The WMP details the arrangements for waste collection vehicles to enter and exit the site, taking into account clearance heights and vehicle sight lines. Plans have been amended to ensure there is sufficient clearance between

	Agency	Items Raised	Technical Inputs	Project Response
		• The transfer path and who is responsible for the overall waste management of the building once operational is to be captured in the RWMP. • The O-RWMP must include the expected quantities of waste and how many bins will be required – on each floor and within the storage area. It is to be clearly outlined how will the waste get from the smaller bins located on each floor into the larger bins. • Council can provide multiple services per week to reduce the number of bins required on site, the number of services provided will be in line with the building entitlement for waste services.		the bin storage area and collection points. Details relating to the responsibility for overall waste management once operational are captured in the WMP. Detailed calculations of the predicted waste generation rates and associated storage volumes form part of the WMP. The proposed frequency of collection of waste streams is documented in the WMP.
	Urban Design and Architecture	<u>Context and neighbourhood character</u> • It is understood this is a narrow site, but this is a site constraint, not a justification for not achieving the objectives of the Apartment Design Guide (ADG) and the Central Coast Development Control Plan 2022 (CCDCP). • The site is shown in The Entrance Town Centre map. However, it is on a zone boundary and the proposal to build to the street boundary is inconsistent with existing and likely future development in the vicinity. • The western part of the Ashton Street frontage must be setback approximately 4.5m to 6m to allow a landscape buffer consistent with the adjoining approval. • Active frontages should be provided on both the Campbell Ave front boundary and the Ashton Ave front boundary.	Design Report (Appendix 14) prepared by SDA	The Design Report, prepared by SDA addresses matters including but not limited to: - Site width and orientation; - Zone boundary interface; - Suitability of proposed setbacks; - Provision of appropriate active frontages.

	Agency	Items Raised	Technical Inputs	Project Response
		<u>Built form and scale</u> - Some additional height could be considered if it can be demonstrated the height does not result in increased overshadowing or detrimental impacts on adjoining sites or public spaces. Higher level units could have water views and therefore achieve a higher rental return. - The required site setbacks are not strictly complied with, under the CCDCP or ADG. The impact on amenity must be considered. A slight reduction in some setbacks may be considered if there are increased areas of significant landscaping at ground level and the proposed non-trafficable slabs also have significant landscaping. - All Residential Flat Buildings (RFBs) must comply with the aims and objectives of the ADG and CCDCP. It is acknowledged it generally complies with minimum numerical setback standards but there is inadequate deep soil and landscaping to provide outlook, screening or visual separation between the proposal and the adjoining approved residential development.	Design Report (Appendix 14) prepared by SDA	The Design Report, prepared by SDA addresses matters including but not limited to: - Building height, scale and proportionality - Suitability of proposed setbacks; - Compliance with ADG requirements and justification for any departures.
		<u>Sustainability</u> The proposed design will need to promote ecologically sustainable development (ESD) throughout as follows: - Ensure that the apartments will have adequate sun access. - Achieve natural cross-flow ventilation, where possible. - Incorporate both active and passive sun controls systems. - Work towards ensuring waste minimisation during the construction phase and the lifespan of the building, including through the recycling and reuse of materials and waste. - Incorporate the installation of low energy saving devices wherever possible. - Adhere to BASIX and NATHERS constraints.	ESD Report (Appendix 28) prepared by E-LAB Consulting Architectural Plans (Appendix 11), Prepared by SDA Design Report (Appendix 14) Prepared by SDA BASIX and NATHERS Certification (Appendix 33)	Solar and cross flow ventilation analysis of all proposed apartments is provided within the architectural plans and assessed against the applicable criteria in the NSW Apartment Design Guidelines. Consideration of materials and treatment during construction, including opportunities for reuse and recycling has been captured in the WMP and ESD Report.

	Agency	Items Raised	Technical Inputs	Project Response
			Waste Management Plan (Appendix 26). Prepared by TRA.	Opportunities for the installation of energy saving appliances is detailed in the ESD Report. Evaluation against BASIX and NATHERS requirements forms part of the EIS.
		<u>Landscape</u> • All common areas should be accessible for people with a disability. • A landscape plan needs to be designed by an accredited landscape consultant and requires landscaping details. • Provision of landscaping on the perimeter of balconies is encouraged. The use of a combination of planting on the perimeter planters, with the purpose of providing privacy screening and visually softening the solid parapets/planters is recommended. • Landscaping should be used in conjunction with the communal open spaces.	Access Report (Appendix 18). Prepared by Purple Access. Landscape Design and Report (Appendix 15). Prepared by Octopus	As noted in the access report the configuration of the external pathways and accessways are found to be compliant. The proposed landscape design includes a range of treatments at ground level and at the podium level to soften the built form Landscaping is provided as part of the site planning for communal open spaces.
		<u>Amenity</u> Amenity should be given high priority in the design through: • The applicant is advised that 3 hours of solar access are required to units in mid-winter under the ADG (not 2 hours as in Sydney). • The development on the site is to demonstrate good solar access is maintained to adjoining residential properties from the hours of 12 noon to 3pm in the winter solstice. • Solar access to all units, Private Open Space (POS) and common open space should be demonstrated with diagrams and area calculations. Non-compliances should be addressed as part of the SEE. • Communal open space is located in conjunction with landscaping on the north-western side of the building and needs to demonstrate it achieves good solar access and is fully accessible to all occupants.	Architectural Plans (Appendix 11), Prepared by SDA Design Report (Appendix 14) Prepared by SDA Landscape Design and Report (Appendix 15). Prepared by Octopus Access Report (Appendix 18).	Analysis of solar access for both the units and open space areas is provided within the architectural plans. Multiple areas are provided for communal activities with varying levels of solar access at different times of the day. Storage arrangements for each units are detailed within the SDA architectural package.

	Agency	Items Raised	Technical Inputs	Project Response
		- Some of the communal open space is in the south-eastern area adjacent to the carparking area and is in permanent shade. Further details are required. - It is unclear if adequate storage has been provided. Calculations need to be provided to demonstrate compliance	Prepared by Purple Access.	
		<u>Safety</u> - The proposal should optimise safety and security both within the development and the public domain. - Intercom system for visitors and remote-control access or the like should be provided for residents.	Crime Prevention Through Environmental Design Assessment (CPTED) (Appendix 31) prepared by WPP Pty Ltd	The CPTED report considers the proposal against applicable CPTED principles and recommends measures to ensure the proposal provides an improved outcome both within the site and the public domain.
		<u>Housing Diversity and Social Interaction</u> - The proposal should contribute to its social context by adhering to the desired future character of the area. - Social interaction between the residents should be promoted, through design and configuration of the landscaped areas and the like, containing things such as seating areas, relaxation areas etc. - Persons with disabilities or restricted/impaired mobility area should be catered for through the provision of apartments for future adaptability, compliant with relevant Australian Standards. - Provide a lift in the building to allow for wheelchair access to be accommodated to the entry door of all units on all floors for persons with a disability as required by the BCA.	EIS (Section 6.14) Landscape Design and Report (Appendix 15). Prepared by Octopus Access Report (Appendix 18). Prepared by Purple Access.	As detailed in the proposed landscape design and report, the proposal incorporates communal open space areas with seating capable of accommodating multiple small groups. Five (5) of the units are provided as adaptable / accessible units with all other units designed to meet the silver level requirements of the LHA Design Guidelines.
		<u>Aesthetics</u> The building scale is currently out of context within the immediate surrounding development. A streetscape analysis should be provided.	Architectural Plans (Appendix 11), Prepared by SDA Design Report (Appendix 14) Prepared by SDA	A streetscape analysis is provided within the architectural package which presents the proposal in the context of the existing streetscape character along with the desired future character for the locality.

	Agency	Items Raised	Technical Inputs	Project Response
		<u>Street Frontage</u> - There is existing commercial development along the Campbell Ave frontage adjacent to the site. It would be beneficial if this active address to the street can be continued in the proposed development to link with the existing commercial but also allow for a transition to the residential uses on the western side of the site. This could be achieved by incorporating some street trees or landscaping in the front setback and by maintaining the two storey street frontage scale along Campbell Ave. - Street trees and trees on the grounds of the school are prevalent in the streetscape of Campbell Ave. Incorporating vegetation into the new development will assist in unifying the street.	EIS (Section 6.1) Architectural Plans (Appendix 11), Prepared by SDA Design Report (Appendix 14) Prepared by SDA	The proposal makes provision for an active street frontage, inclusive of a commercial tenancy to Ashton Avenue. The narrow frontage to Campbell Avenue limits the opportunities along this frontage. Notwithstanding, provision is made for landscape treatment along this frontage, including provision for street trees in the public domain.
		<u>Heritage</u> - The site is directly opposite an identified heritage item and in the vicinity of another heritage item (both places of worship). Information regarding heritage item I300 can be found here https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2720045 As the heritage item is directly opposite the site, it will need to be considered in the design and supporting documentation for the development. - From the street view looking down Ashton Ave, it is clear that the church is visible on a prominent corner and has a presence within the streetscape. The church is built close to the boundary with the walls in a zig-zag pattern in plan along Ashton Ave. There is a vertical rhythm of brick walls and glass windows punctuated by pockets of landscaping in front of the façade. In the absence of other prominent building forms along this street, it will be important that the proposed development relates in some way to this heritage item, respecting it's scale and form and materiality without dominating the street. - The applicant is to consider what would be an appropriate address to Ashton Ave and if a landscaped front setback may be a good way of visually connecting the two sites and framing the street. It may be that it is more appropriate to setback any commercial tenancy to provide that opportunity for landscaping. - The applicant is to consider whether it would be plausible to maintain a two storey height to the street frontage of Ashton Ave to relate to the	EIS (Section 6.10) Architectural Plans (Appendix 11), Prepared by SDA Design Report (Appendix 14) Prepared by SDA Statement of Heritage Impact (Appendix 16). Prepared by Contemporary Heritage.	As provided in the SDA design report, opportunities to address and respond to the established built form and attributes of the listed heritage item have been considered in the design development process.

	Agency	Items Raised	Technical Inputs	Project Response
		heritage item and not overpower it and set upper storeys back from the front building line.		
	Engineering	<u>Council stormwater drainage</u> - Alterations to Council's existing drainage system are to be supported by an Engineering design and hydraulic calculations. - Zone Of Influence requirements to Council's stormwater infrastructure is to be in accordance with Council's DCP Chapter 3.1 cl.3.1.14.3	Stormwater Management and Soil and Water Management Report (SMSWMR). (Appendix 19). Prepared by MPC	The SMSWMR prepared by MPC includes an engineering design supported by appropriate calculations. The proximity of proposed infrastructure relative to existing council stormwater infrastructure has been considered in the design.
		<u>Site stormwater drainage</u> Horizontal separation between the Council drainage line from Campbell Avenue and the proposed new 225 diameter line is required.	Stormwater Management and Soil and Water Management Report (SMSWMR). (Appendix 19). Prepared by MPC	Existing Council assets have been considered in the SMSWMR.
		<u>Traffic</u> - A Traffic Impact Assessment (TIA) is to be provided in accordance with Council's Central Coast Development Control Plan 2022 (CCDCP), Chapter 2.13 and TfNSW new Guide to Transport Impact assessments. - Carparking is to be provided in accordance with AS2890. - Access to lots fronting The Entrance Road will require turning templates for access from Ashton Avenue into access way to lots. Turning templates for SRV design vehicle 8.8m long should also be provided.	Traffic Impact Assessment (TIA) (Appendix 8) prepared by SECA Solution	The TIA has been prepared having regard to the CCDCP and the TfNSW Guide to Transport Impact Assessments (November 2024). The report verifies that the car parking arrangements comply with AS2890. The TIA includes swept path analysis demonstrating appropriate arrangements have been made to accommodate the lots fronting The Entrance Road. Swept path analysis is also provided demonstrating

	Agency	Items Raised	Technical Inputs	Project Response
				compliant access for a HRV, a larger design vehicle than the SRV nominated by Council.
		<u>Easements</u> Easements will need to be created for the access provisions and any drainage lines.		To be observed. An appropriate condition of consent can be incorporated into any project approval.
		Flooding - The applicant is to demonstrate the impact of overland flows through the undercroft area. - The flooding does not appear to be a significant hazard. - The SEE to address CCCLEP clauses 5.21 and 5.22. - Free board not necessary to commercial tenancy other than NCC requirements as overland flows do not appear to be significant.	Flood Impact and Risk Assessment (FIRA) (Appendix 23) prepared by Torrent Consulting Stormwater Management and Soil and Water Management Report (SMSWMR). (Appendix 19). Prepared by MPC EIS. Section 6.6.	The impact of overland flows has been considered in the FIRA and accommodated in the SMSWMR. An evaluation of the project against Clause 5.21 and 5.22 of the CCLEP 2012 is provided in Section 6.6 of the EIS. Finished Floor Levels for the commercial tenancy have been set having regard to Council's advice.
2.	Transport for NSW Letter dated 19 December 2025	TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the <i>Connecting NSW Strategy</i> . Oakland Avenue (HW30) is a classified (State) road and all other roads within the site location are local roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the <i>Roads Act 1993</i> . As outlined in Item No. 9 of the Industry Specific SEARS for Housing a Transport Impact Assessment (TIA) is to be prepared by suitably qualified person/s in accordance with the TfNSW Guide to Transport Impact	Traffic Impact Assessment (TIA) (Appendix 8) prepared by SECA Solution	The TIA has been prepared having regard to the following guidelines and publications: - Guide to Transport Impact Assessments (GTIA), November 2024 published by Transport for NSW; - State Environmental Planning Policy (Housing) 2021 (Housing SEPP); - Central Coast Development Control Plan 2022;

	Agency	Items Raised	Technical Inputs	Project Response
		Assessment, 2024, Austroads Guide to Traffic Management Part 12 and the complementary TfNSW Supplement. Prior to the proponent undertaking any traffic modelling to support the Transport Impact Assessment, it is recommended a traffic modelling 'assumptions and methodology' paper be prepared in consultation with TfNSW. The 'assumptions and methodology' paper should identify, at minimum: - Traffic count data source, - Assumptions for modelling, including traffic volumes, trip distributions, background growth; and, - Scenarios to be run (i.e. existing; existing plus development; and, existing plus development, plus the 10-year horizon). Note additional scenarios may be required to identify hold points or triggers for infrastructure upgrades related to staged development. TfNSW can assist with the relevant scenarios to be modelled. The EIS should demonstrate how the proposed affordable housing project can support safe pedestrian access to nearby shops and existing bus routes along The Entrance Road. In particular, the provision of additional footpaths is desirable and there may need to be a review of current pedestrian crossings at The Entrance Road to facilitate introduced desire lines.		Australian / New Zealand Standard – Parking Facilities Part 1 : off-street car parking (AS2890.1:2004); The TIA has been informed by traffic counts undertaken on Wednesday 28th August 2024 7.30AM-9.30AM at the intersection of Ashton Avenue and The Entrance Road and on Wednesday 11th December 2024 between 7.30AM-9.45AM at the intersection of Campbell Avenue and The Entrance Road. These times were selected to determine morning road peak associated with both local residential and school demands and to determine two-way movements along the site frontages. Provision for pedestrian access is noted in Section 2.7 of the TIA, which observes the provision of footpaths on both Ashton Avenue and Campbell Avenue, which connect to footpaths to bus routes along The Entrance Road. Provision is made for connecting footways in the project design plans and would be completed as part of the proposal.
3.	NSW State Emergency Service Letter dated 13 January 2026	The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunamis in NSW. This role includes planning for, responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to	Flood Impact and Risk Assessment (FIRA) (Appendix 23) prepared by Torrent Consulting	Section 4.4 of the of the FIRA provides a detailed response to the advice provided by the SES. The FIRA has been prepared with regard given to the requirements specified in the

	Agency	Items Raised	Technical Inputs	Project Response
		either exacerbate existing flood risk or create new flood risk for communities in NSW. We recommend the proposal considers flooding issues in accordance with the requirements of NSW Government's Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 (the Manual) and supporting guidelines, including the Support for Emergency Management Planning and relevant planning circulars and directions under the Environmental Planning and Assessment Act, 1979, including 4.1 Flooding and PS24-001. Therefore, we recommend undertaking a Flood Impact and Risk Assessment (FIRA) to assess flood risk on the site and surrounding access roads, to demonstrate consistency with the s9.1 Direction 4.1 Flooding and inform any necessary flood management measures. The assessment should be prepared in accordance with the Flood Risk Management Guideline LU01: Flood Impact and Risk Assessment and consider flood risk up to the Probable Maximum Flood (PMF), including the potential impacts of climate change. As the role of NSW SES is to provide advice to the consent authority, we kindly request that any future consultation related to this SSD is referred to the NSW SES through the Department of Planning, Housing and Infrastructure (DPHI), via the Major Projects Portal. You may also find the following Guidelines on the NSW SES website useful: • Reducing Vulnerability of Buildings to Flood Damage • Designing Safer Subdivisions • Managing Flood Risk Through Planning Opportunities		SEARS for events up to and including the PMF Event.

	Agency	Items Raised	Technical Inputs	Project Response
4.	NSW Department of Education Letter dated 22 December 2025	The site is located across the road from The Entrance Public School (the school) as shown in Figure 1.  Figure 1: Location of works relative to The Entrance Public School with subject site identified by yellow pin The successful operation of the school relies on safe pedestrian, cyclist and vehicle access, minimal noise and vibration interference and appropriate levels of amenity to provide the students and teachers with the best possible learning environment. As such, consideration and incorporation of the following is requested as part of the EIS to limit and manage any impacts to the school and its students as a result of the proposed development:		

	Agency	Items Raised	Technical Inputs	Project Response
		Traffic, Vehicle Access and Pedestrian Safety The proposed vehicular access via Campbell Avenue raises potential safety concerns for students and staff of the school. The additional traffic generation and the access to the parking area in the proposed development should be assessed adequately in the Traffic Impact Assessment to be prepared as part of the EIS and shared with the department for further review.	Traffic Impact Assessment (TIA) (Appendix 8) prepared by SECA Solution	The TIA considers the proximity of the school and other social infrastructure to the development site. The assessment considers the suitability of pedestrian footways, along with vehicle sight lines, observing compliance with AS2890. It is anticipated the TIA will be made available to the Department of Education during the assessment of the SSDA. Specific mitigation measures relating to construction related traffic impacts form part of the proposal and would be implemented during construction
		Overshadowing The proposed development may result in overshadowing of the school. The development should result in no adverse overshadowing impacts on the open space and the learning areas in the school. The EIS should include an assessment overshadowing, including shadowing diagrams, and consider reducing the overall height of the proposed development, if required, to reduce impacts.	Architectural Plans (Appendix 11) prepared by SDA	Shadow diagrams provided as part of the architectural package demonstrate that the proposal will not result in any overshadowing of the school campus arising from the proposed development. No further consideration was given to reducing the

	Agency	Items Raised	Technical Inputs	Project Response
		Privacy / safety Consideration should be given to protecting the privacy and safety of the school community through the introduction of a combination of design (i.e. limit overlooking opportunities), appropriate traffic control, safety and privacy measures, such appropriate carpark layout and vehicle entry location, traffic control measures, privacy screening, landscaping and the like.	Crime Prevention Through Environmental Design Assessment (CPTED) (Appendix 31) prepared by WPP Pty Ltd	As provided in the CPTED report, the proposal will provide an appropriate response to the school in terms of privacy and safety, offering improved sight lines to the surrounding road network and frontage to The Entrance Public School. When considered in the context of CPTED principles, as described in the CPTED Report, the proposal provides an appropriate response.

		• Impacts During Construction The development has the potential to negatively impact the ongoing operation of the school during the construction phase of the proposal. The EIS should specifically consider construction impacts on the school, including student safety, traffic, noise, vibration and air quality. The EIS should include appropriate mitigation measures where impacts are identified, including (but not limited to) the following: ○ Construction Traffic – Prohibit construction vehicles accessing and egressing the site during school drop-off and pick-up times (30 minutes before and after school start and finish times). – Work zones should not be proposed in locations that will compromise pedestrian, cyclist and vehicular access to the school and associated drop-off and pick-up spaces. – Pedestrian and cyclist safety should be closely considered and managed including where necessary, traffic controllers for construction vehicle entry and exit movements. – If any impacts to school bus services are anticipated, these should be addressed and mitigated through the CEMP. ○ Noise and Vibration – Noise and vibration assessments are to assess operational and construction noise impacts and consider the school as a sensitive receiver. – If noise and vibration exceedances at the school are identified, mitigation measures should be developed to maintain internal noise levels for classrooms required by the Department's Educational Facilities Standards and Guidelines (EFSG). Construction management measures should be consistent with NSW EPA construction noise guidelines. – If necessary, a mitigation measure should also be included to provide periods of respite during the school day to limit impacts to student learning. ○ Air Quality	• Impacts during construction to be addressed in EIS with mitigation measures included in Appendix 9. • Construction Traffic Management Plan within TIA (Appendix 8), Prepared by SECA • Noise and Vibration Assessment Report (Appendix 24) prepared by RAPT	Impacts from construction works associated with the proposal have been considered in Section 6.13 of the EIS. While a formal Pedestrian and Construction Traffic Management Plan (PCTMP) will be prepared by the appointed contractor and approved by the relevant road authority prior to the commencement of works, the TIA includes measures that must be taken into account in the preparation of this plan. The implementation of such measures will sufficiently mitigate the likely construction impacts of the proposal on road and pedestrian safety, including vehicular and pedestrian movements associated with the school.
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		- Consideration should be given to air quality impacts arising from construction dust including appropriate mitigation measures as necessary.		
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