

**On behalf of myself, Central Coast Athletics and users of Central Coast Regional Athletics Track we would like to lodge objections to
Application SSD-63475709
Mingara Recreation Club Seniors Housing, 14 Mingara Drive Tumby Umbi
A state significant development**

Statement

We object to the bulk and scale of Seniors Housing development adjacent to the Central Coast Regional Athletic Track and the removal of the adjacent car parking and overflow parking at the facility. The integrated parking proposed with the bowls parking is unacceptable, unsafe to users of the track and limits accessibility for disabled athletes.

The RE2 Private Recreation land use zone prohibits seniors development yet Central Coast Council will consider. The Seniors Housing proposed within the Mingara precinct along with associated retail outlets is equivalent to High Density Inner City Living and an over intensification of land use and population density which should be reduced.

History of Regional Athletic Track Development

I was the President of Central Coast Athletics who instigated the proposal of a joint synthetic Regional Athletic Track on the Central Coast. Over a 4 year period till the opening of the track on 5 November 2000. A joint venture from all parties Wyong Council, Gosford City Council, Central Coast Athletics and NSW Government - Sport and Recreation ALL contributed financially, Mingara Recreation Club gave the land use and Killarney Vale Little Athletics the equipment. Central Coast Athletics have requested I lodge this application on their behalf.

The community worked together to gain funding of approximately \$4.2 million, support was gained from Central Coast Primary and High Schools, NSW Wheelchair Sports, NSW Sports for the Disabled, Central Coast Soccer, Central Coast/Hunter Sports Academy, Athletics NSW and NSW Little Athletics for the development of a Regional facility to develop and promote sport to all users of any age or ability and to utilise the facility for community events

The area of the track was then leased by Wyong Council known today as Central Coast Council from Mingara Recreation Club. Mingara was to manage the day to day operations of the track, upkeep and retain ownership of the land. Council was to ensure the NSW Government capital investment of infrastructure and synthetic track were protected.

Regional Athletic Track - Wyong Council approval STAGE ONE

Environmental Impact Statement, EIS states

"1.6.3. Existing Development Consent

There is an existing consent for the site (DA420/98) which approved, "Athletics Track, playing field and amenities, Stage One" on 9 March 2000. The conditions of consent require:

- *Condition 8: access roads and car parking to include provision for set-down areas, provision for buses, cyclists and pedestrians and temporary and ultimate access roads. ▪ Condition 8 also requires the provision of 150 all-weather parking spaces near the development and an additional 150 carparking spaces to be provided as grassed overflow parking.*
- *Condition 12: the hours of operation of the facility are not to exceed 7am to 10pm.*

- *Condition 13: maximum attendance at athletics venue not to exceed 1000 people, due to the findings of the acoustic report.*

The 25 year historical use of 150 car park spaces directly adjacent to the athletic track is well established. Never the hard sealed car spaces proposed as this was considered another stage of the project. Shaded seating was also a considered stage that has been completed.

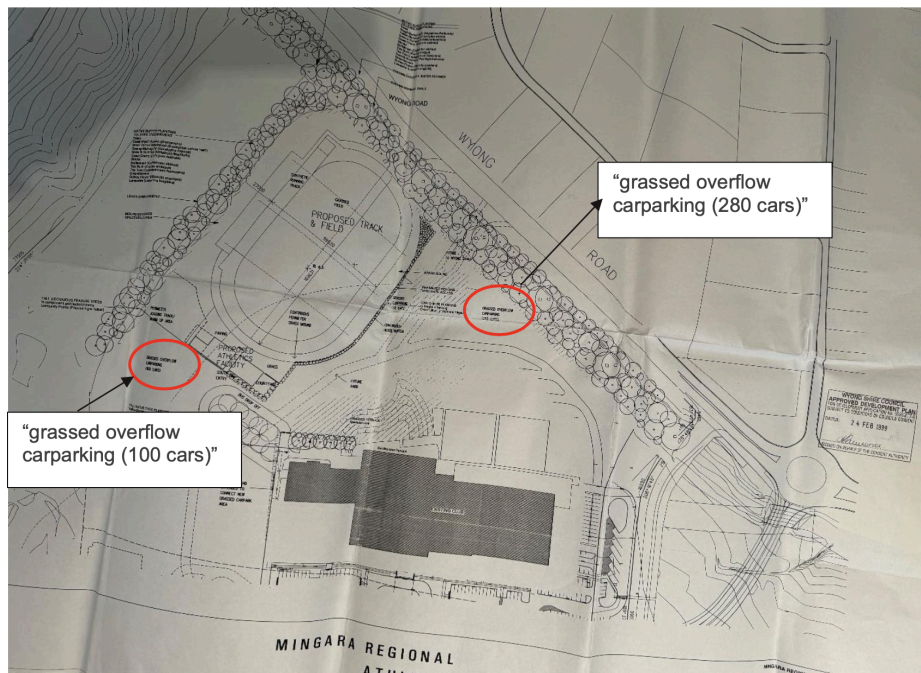
We strongly object to the Senior's proposal that the 150 adjacent parking spaces be removed; it is in conflict with council approval, unsafe and lacks merit and justification.

The spaces are a council approved condition of consent. It is unacceptable to have young children and disabled athletes not have direct access to this long established Regional Facility. The proposed relocation to the existing bowls carpark used by club patrons, would mean all track users walking at night under shaded trees to cross roads, young girls walking to training with limited personal safety not visible from the track or Wyong Rd, walking in front of a licensed club in full view of windows and outside deck.

EIS p 22 "The extract of the approved/stamped plan relevant to DA420/98, provided in the Figure below, shows 100 grassed spaces on the subject development site but also shows 280 grassed spaces denoted to the north of the bowling green, adjacent to Wyong Road."

That is 380 sites in total, 100 adjacent to track and 280 on grass near Wyong Road, an area unsuitable in wet weather conditions due to poor soil and drainage issues but has been used over the years

Figure 5 Extract of Stamped Drawing DA420/98, with Urbis annotations



The approval and plans clearly indicate a parking area adjacent to the Athletic track entry. 150 spaces are required, and approved. The Central Coast area will continue to increase in population and sporting participation. Soccer is the user of the inside grass area and their

registration numbers are growing fast with women, girls playing the sport . There is no justification for the removal of the adjacent 150 hard surface parking and the 150 grass over flow area should be increased. It has been 24 years and the potential growth of both athletics, soccer and outdoor events should be recognised. The grass area location needs to be reconsidered due to poor soil, drainage issues and removal of part of the area for Child Care DA.

The land is zoned RE2 and Seniors Living is not allowed within the zone. Central Coast Council will Consider

Zone RE2 Private Recreation

1 Objectives of zone

- *To enable land to be used for private open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*
- *To offer opportunities for development for community and tourism purposes that is compatible with the natural environment.*

2 Permitted without consent

Nil

3 Permitted with consent

Amusement centres; Aquaculture; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Camping grounds; Caravan parks; Charter and tourism boating facilities; Community facilities; Eco-tourist facilities; Emergency services facilities; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Food and drink premises; Function centres; Information and education facilities; Jetties; Kiosks; Marinas; Markets; Mooring pens; Moorings; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Roads; Sewerage systems; Water recreation structures; Water supply systems

4 Prohibited

Any development not specified in item 2 or 3

The entire Senior Living project is prohibited and should be reduced in size and scale; it is not compatible with the land use objectives of the zone or the surrounding uses on the site. The objective of open space for recreational purposes is not being realised. Seniors living as presented is not “highly suitable” for the site as stated on Page 11 EIS; it is in conflict with surrounding residential homes and sporting organisations within the precinct and will increase traffic congestion with reduced parking and additional senior cars

High Rise towers are in direct conflict with the aim of the zoning. Central Coast Council allows Clubs to develop Seniors Housing but the expectation is low impact development sympathetic to the surrendering environment. Senior residents' amenity will also be negatively impacted by the lights, noise and congestion of traffic from their neighbours.

Outline about Mingara Recreation Club surroundings

"Mingara Event Centre is the largest and most versatile Central Coast Events Centre. Ideally located, the Events Centre has ample parking, with public transport available and is easily accessible from Sydney or Newcastle. Catering for intimate events of 10 guests, up to Industry Expos and large events that attract thousands of people, our venues include The Show Room, four conference rooms and a board room, as well as outdoor grounds that are extremely versatile for large community events."

<https://bensw.com.au/destinations/central-coast/venues/mingara-recreation-club>

"The broader Mingara Club Precinct also encompasses Lot 1 and Lot 2 in DP 1010532 and Lot 71 DP1011971 and currently contains a registered club, health and wellness centre (including aquatics, gym facilities, physio, hairdresser, beautician and martial arts studio), car parking, creche, bowling greens and green space with a regional athletics centre. A hotel is currently under construction.

Immediately surrounding the Mingara Club Precinct are fast food outlets and other restaurants, service station, car wash, retail, medical centre and a retirement village to the south and west. Industrial development is to the north of Wyong Road and residential development to the west. The specific area of the site, the subject of the proposed development, is land located to the west of the Mingara Recreation Club and south of the Athletics field. This development site is currently a vacant grassed area." Design Report p6

Reply - The size and scale of the proposed Mingara Senior Living adds another dimension to the Mingara Entertainment Precinct that at times has thousands of visitors to major events. Reports presented clearly understate the full use of the entire Mingara Club Precinct and the potential impact on residents of the 258 bedroom Seniors Living development including cafe, gym, consultation/therapy rooms, staff/admin areas and users of surrounding businesses and sporting facilities athletics/swimming/bowls/fitness/indoor sports within the precinct

Built Environment: (EIS p140) the proposal has been assessed in relation to the following key built environment impacts:

—" **Visual Impacts:** As set out in **Section 6** and the VIA, the proposed development is expected to generally create low/minor visual impacts including for people who experience direct views of the development from the residential dwellings on Thornbill Grove and Jabiru Way. Visual impacts will be significantly mitigated through the high-quality building design, as well as the proposed landscaping and extensive tree planting in the significant site setbacks."

Reply - Building 1 adjacent to the Athletic Track is not of low or minor visual impact. The building is 6 metres from the boundary, obstructs entry vision to the Athletics track, has a floor area of 7,506 sq mt, volume 24,427sq mt, and is 6 floors high at 16.20 metres.

Building 1 and Athletics building impression below. Lights, noise, whistles, PA system will all negatively impact residents of Seniors Living enjoyment



Picture 15 V3. Southwest view from Wyong Road

*EIS – “**Traffic and Parking Impacts:** As set out in **Section 6** and the TAIA, the local road network will continue to perform at an acceptable level of service as a result of the proposed development and the proposal is not expected to result in any adverse impacts on the surrounding road network during operation. Car parking complies with the Housing SEPP requirements and there is sufficient existing on-site car parking in the immediate precinct (on Club land) to accommodate the 150 overflow spaces removed by the proposed development and managed through a Traffic Management Plan.”*

Reply - The removal of 150 adjacent car spaces to the Regional Athletic Track has significant detrimental adverse impacts on the users of the Athletics Track, the general public and staff from businesses within the precinct.

Athletics Track events include - Christmas under the stars, Relay for Life, Expos, Primary and High Schools Athletics Carnivals and Regional Championships, Little Athletics Regional Championships, Athletics NSW meets, Soccer Tournaments, Mingara Athletic Clubs and Central Coast Athletics, Soccer regular events and training.

Cars spaces required for events range from 20 to over 350 during major sporting events as demonstrated when the Sydney Met North Regional Athletics Carnival was held at Mingara and cars became stuck in the mud in the overflow grass parking area between the front of the club and Wyong Road. This area is being reduced by the proposed Child Car Centre and increased overflow at events with the Hotel only providing 11 car spaces and the removal of 30 spaces on the build site.

Mingara Club entertainment precinct - Overflow car parking use of existing Athletic Track parking adjacent to track when not in use by athletics or soccer for Expos, concerts, yr 12 formals, corporate events, weddings, functions, celebrations, etc. All of these major events regularly held throughout the year often exceed the parking capacity of the club, restaurants, hotel, swimming pool, bowling greens, gym, and other business activities

Staff Parking - No staff parking for the existing Mingara Club, and associated businesses in the precinct is identified. A Google Map aerial view with over 100 cars parked on the grass area adjacent to the Athletics track that is being removed appears on page 7. No Athletic club meet appears in use of the track facility in the photo

No street parking is allowed on Mingara Drive and Wyong Road grass verge is utilised by the public for events causing street congestion and major traffic delays. The area has no surrounding access roads to provide parking within the immediate vicinity.

Removal of access driveway to Athletics track equipment storage sheds, Stadium grandstand seating is also unacceptable. Equipment and maintenance access is a constant requirement. Cars and trailers can not drive over synthetic tracks to access sheds as being proposed.

EIS 6.1.6.2 Potential Impacts p 106

Athletics car parking

The proposal will displace an area used for overflow Athletics track car parking of 150 spaces. As such an analysis of the whole precinct's parking requirements at the worst case cumulative peak of 6pm-7pm (viewed as conservative) was undertaken and is summarised as follows:

Land use	Parking location	Parking demand	Spaces provided
Existing club	Club car park	359	791
Approved hotel	Club car park and hotel	92	11
Proposed child care	Club car park - north	27	-20
Existing athletics track	Club car park	300	0
		778	782

Overall, there is sufficient existing on-site car parking in the immediate precinct to accommodate the 150 overflow spaces removed by the proposed development, the parking demands are summarised as follows:

- The DCP hotel rate assumes 100% room occupancy, 100% car drivers and no multi-room usage, and that all visitors will be within the hotel between 6pm and 7pm;
- The majority of ELC staff will have left before 6pm, and that only a handful of staff will be onsite between 6pm and 7pm to mind children that are picked-up late;
- Carnival days, which are considered the largest events, generally run between 8am and 12pm on Saturdays only, and do not coincide with the Club's parking peaks (Friday and Saturday nights);
- General track hours are 3:30pm to 7:30pm Tuesday to Thursday, which do not coincide with the Club's parking peaks (Friday and Saturday nights);
- The majority of events held at the athletics track are local school events, where students generally arrive to site via buses/coaches, supplied by the schools;
- High school events generally do not attract significant numbers of spectators (parents etc.); and
- School events typically finish before 3pm, and do not coincide with the Club's parking peaks (Friday and Saturday nights).

The carparking is conveniently located to the north and south of the existing club and accessible via footpaths and crossings. The distances are shown in Figure 16 of the TAIA report and extracted below.

Reply - Existing Parking at Athletics Track - 300 spaces required - 0 NIL spaces

Assessment misrepresents all users of the facility and the proposed changes are unacceptable to all users. Grass overflow area has been reduced with Child Care DA 1969/2023 112 children and 20 club spaces taken. The Hotel development provides 11 spaces this reduces Club car park by 81 spaces .

The existing local Mingara Athletics club has 670 members in 2024-5 season

- Over 300 car spaces likely utilised with additional Little Athletics parents
- Meetings have traditionally always been held on a Friday Night
- Training is Tuesday to Thursday, Saturday monthly use only likely
- Schools Carnivals day time use track adjacent parking plus club car park
- Major Events at Track use all 380 spaces plus club car park and overflow
- Club Expos, major functions use all Athletic parking plus overflow grass area
- Berkley Vale Soccer use inside track grass soccer field and adjacent parking

Athletes and Parents work and Friday night is the most accessible to everyone. This facility is to promote sport, fitness and wellbeing, social interaction between all ages and abilities

The Traffic Study did not consider the major event uses and had the wrong day of athletic meet, Parking Demand for Club identified at 359 spaces, Hotel 92, Athletic Track 300.

- **No spaces for major events and daily staff parking.**
- The club includes restaurants, function centres, swimming pool, bowling greens, judo, fitness centre, hairdressers, physio, health and wellness, 359 spaces allowed.
- ALL businesses and sports require parking for patrons, customers and staff to be financially viable.

The recent Google Map image below indicates over **100 cars parked adjacent to Athletic Track** during the day, likely surrounding business staff as there are NO athletic track club activities taking place. The size and area of this traditional established parking on the grass area can clearly be seen as the dirt appears on the grass area near the trees and Mingara Drive



EIS p 107 Mitigation. “Athletics parking and access In terms of car parking requirements across the broader precinct there is capacity in the Club car parking areas for the athletics track users. To ensure athletics users have access to the spaces, the Club will amend and implement the Traffic Management Plan, as is undertaken for large events, to accommodate the removal of the grassed overflow parking area. This will include directive signage and traffic control during events to direct users to the appropriate car park. It is also proposed to upgrade the northern car park and connecting access to the athletics centre to include an improved accessible and direct pathway, lighting, wayfinding signage and traffic signage.”

Reply - There is no capacity in club parking for 300 additional cars

- The area identified to share with bowls and club members parking is utilised on Friday nights and twilight bowl events
- No parking is provided for overflow major event parking and staff parking.

-The proposal states in reports it will upgrade the northern car park and connect access to the athletic track. This is misleading as the Athletics car parks are being totally removed and athletes are directed to a shared bowls car park

It should state “they will update the turning circle and add a few disable spaces”

- An unsafe walk at night for young female/male athletes, difficulty for young families with prams and under 5, 6, 7 children and disabled persons.

- Large shade trees on the Mingara Drive day and night reduce visibility on the road

- Disability access is limited to a few parking spaces near the track, Or you walk over 250 metres from the far end of bowls car park to the inside of the track. Disabled athletes with wheelchairs, equipment often join in with able bodied groups so more than a few spaces are required near the track. NSW Disable Sport require many parking space adjacent to the track

The bowls car park location is unacceptable as it negatively impacts disability access.

Transport and accessibility Impact Assessment

“ 7.11.1 Parking Requirements

The existing athletics track overflow parking area that is located on the proposed retirement living site will need to be relocated to satisfy the requirements of DA/420/98. Specifically, Condition 8 of the Notice of Determination requires the Mingara Recreation Club to provide the athletics track a total of 300 parking spaces, comprising 150 all-weather car parking spaces and 150 grassed overflow parking spaces

“It is evident from Table 4 that there will be a total demand for 778 parking spaces (worst case scenario) between 6pm and 7pm. It is noted that the club parking demands peak at 7:30pm, however, the ELC parking demands will likely be zero at this time, therefore the peak cumulative demand peaks before 7:30pm”.

Reply- this is based on Athletics having ZERO parking and that their 300 spaces have been redirected to the club. Totally unacceptable, the Athletic track council approval states 300 spaces for athletics, 150 adjacent to track and 150 overflow on grass.

Report states this is a “Worst case scenario” yet no mention of the club activities and impact of wedding functions, year 12 formals, performances, school concert, what time of day, day of week, month was each of the assessments reports taken? During holiday periods? All factors that affect traffic flow and the numbers and certainly no mention of major event and staff parking.

The traffic assessment lacks an understanding of the full operations of the entire Mingara Precinct .

Recommendations

That the staged Athletics car parking be completed with 150 sealed spaces near the entrance to the athletics track as a condition of consent. The grass overflow area is 150 spaces near Mingara Drive in front of Child Care on firm soil, in a flood free area. These areas are and will continue to be used by Mingara Club for staff parking and major events.

The number, size and bulk of high rise structures need to be reduced to soften the negative impact and reduce population opening up more green space on RE2 zoned land. A car park at the front of the athletics track on Mingara Drive to reduce the size of the Block 1, structure and open vision to athletic track entry where hundreds of people congregate to gain entry and school buses drop off students, and parents pick up / drop off. Access driveway to storage sheds and equipment

The Central Coast Athletic Clubs have always had a good working relationship with Mingara Club and appreciate the assistance given to clubs and individuals. It is difficult to raise all of these issues but this is a business decision that will impact the community for generations to come. It is felt that the Consultants who prepared these reports did not take the time to consult with all the users, schools, disabled and clubs who hire this facility. There are conflicts of interests between clubs who Mingara sponsor and their ability to speak openly of concerns.

The timing of the application and non extension period for public exhibition has reduced the number of submissions to this application and increased the frustration within the community in council / government not allowing them time to comment. The volume of reports are impossible to read over and comment on with a full understanding of all state legislation. Residents rely on Central Coast Council and NSW Planning to consider all matters raised and the overall development for the present and future generations living in the area.

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