



7 November 2019

Director, Regional Assessments
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

**Re: Application SSD-9813
Gosford Alive
136-148 Donnison Street, Gosford (Lot 6 DP598833 and Lot 1 DP540292)
Applicant Lederer Group Pty Ltd**

The following comments are made by the Central Coast Council on the proposed Masterplan and Stage 1 – Demolition.

These comments are provided in relation to a proposed multi-tower mixed use development proposal referred to as the '*Gosford Alive Mixed-Use Project*'. This Development Application is a State Significant Development being assessed by the NSW Department of Planning (ref. SSD9813) with the subject land identified as "Key Site 4" in the *Gosford City Centre Development Control Plan 2018* (DCP2018).

This DA proposal sets out the concept masterplan for the staged development of the site. Stage 1 associated with SSD8913 includes the demolition of the existing development on the site and the masterplan for future stages 2-6 of the development related to future detailed DAs to be submitted for each of these individual stages. The masterplan seeks approval for the concept of these future stages for the construction of five mixed use towers (residential apartments above commercial podiums) ranging in height from approximately 20 to 30 storeys.

PLANNING COMMENT

1. In accordance with Clause 5.2.5 of DCP2018 the towers are required to have a 15% difference in height. Therefore, if tower 5 has a height of RL 110m, then tower 4 should have a height of about RL96.5m.



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Similarly, if tower 2 has a height of RL73, tower 1 should have a height of approximately RL82m.

That is, towers 1 and 3 should be reduced in height in accordance with Principle 2 of Clause 6.5 of DCP2018 provisions relating to 'Key Site 4' in order to protect and maximise solar access to Kibble Park and protect key views and street vistas.

Development on the western and north-western side of the site should be lower to maximise solar access to Kibble Park.

Until development is known on 'Key Site 3' (Imperial Shopping Centre) any shadow impact should be reduced until the cumulative impact of future development on Key Site 3 is known.

2. The proposal does not provide for an active street frontage along the length of Donnison Street, as required under Clause 6.5 of DCP for Key Site 4.

3. Shadow Impacts do not clearly show the shadow impacts particularly in the winter time and therefore cannot be properly assessed.

4. The Socio-Economic Assessment is limited to the benefits only of this development and does not address the likely economic impact on other existing and proposed developments in the City Centre as identified by Council's letter dated 29 January 2019. The impact on the viability on Gosford City Centre and other shopping centres must be further considered.

The proposed development, both during construction and operation, may impact the viability of other existing and future development in the City Centre. An economic impact assessment should be carried out prior to any approval of the masterplan.

5. Under the provisions of Clause 4.37 of the Environmental Planning Act, the Minister may declare that Central Coast Council is the Consent authority for subsequent stages of the development. Council requires that future applications should be determined by the Central Coast Council.

6. Pedestrian access across Henry Parry Drive must be addressed as the development must link with the City Centre without impacts on traffic and pedestrian safety. The site is separated from the Commercial Core of the City by Henry Parry Drive. The masterplan must address the connection of the site to the City Centre which is by a pedestrian overbridge.

7. Street setbacks (Clause 5.2.1 of Development Control Plan 2018)

The setbacks to Henry Parry Drive of 2.5m instead of 0m is supported due to the additional landscaping footpaths and reduction in street wall edges.

8. Maximum floor plate (Clause 5.2.5 of Development Control Plan 2018) should be adhered to, to produce slender towers and reduce bulk and scale and shadow impacts.

9. EIS Section 6.3.2 Parking - As the proposal is relying on the special provisions of the SEPP (GCC2018) and DCP2018, it should provide the car parking spaces as required under the DCP (i.e: a minimum of 1117 instead of 1014 spaces). As the development/site already gains



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benefit/concessions from the Gosford City Centre SEPP and DCP, it should not then defer to get further concessions on parking from other policies (such as RMS standards). This is particularly essential given the location of the site away from the other major public parking areas of the City Centre and separation by Henry Parry Drive.

10. The claims in the EIS that the removal of existing public parking (600 existing spaces) will not change the parking environment in the City Centre is strongly disagreed with. The current shortage of car parking in the City Centre and loss of about 600 spaces currently available on the site will have an impact on the existing and future businesses and may impact economic viability of the city centre.

Demolition should be delayed until future stages are approved and construction of the towers is imminent. This is in order to minimise the economic, environmental and social impact on the Gosford City Centre. There is no benefit in demolition of the existing structures, (the loss of the carparking arrangements) unless development of the site is imminent.

ARCHITECTURAL DESIGN/ SEPP65 COMMENTS

Introduction

The application proposes a mixed use development of five residential towers above commercial podiums containing 742 residential units and approximately 3500m² of commercial space with 1014 car parking spaces beneath the podiums.

It has been assessed in response to the nine SEPP 65 Design Quality Principles and the Apartment Design Guide (ADG), the Gosford City Centre SEPP (GCCSEPP), Local Environmental Plan (LEP) and the Gosford City Centre Development Control Plan (DCP).

Context and Neighbourhood Character

The proposal is on a prominent site within the city centre with the important landmarks of Rumbalara Reserve to the east and Presidents Hill on the west and the public space of Kibble Park and the Williams Street Mall directly to the west. It is essential that views of both Rumbalara Reserve and Presidents Hill from Kibble Park and the city centre are preserved.

Kibble Park is a significant public open space within the city centre and its importance to the community will only increase as more apartments are constructed and population density increases. It is essential that the amenity of the park for all users is maintained and that there is no increase in overshadowing or loss of views from within the park.

Henry Parry Drive is an RMS road and traffic volume is likely to increase isolating this site from the park and city. The option of providing an overhead pedestrian connection should be considered.

Though the proposal is supported in principle, it is considered to have detrimental impacts on Kibble Park and views of Rumbalara Reserve and must be amended to address these issues.



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Built form and scale

There is major non-compliance with height controls in the GCCSEPP2018. Though some non-compliance may be supportable to permit the construction of "slim towers", any overshadowing of public open space resulting from non-compliance with controls is unacceptable.

It is noted that while the drawings show views of Rumbalara from the centre of Kibble Park, the view corridor reduces and the visual bulk and scale of the development increases when the view is not from this ideal central location.

There is particular concern about the scale and visual dominance of tower 1 when viewed from Kibble Park. The "sweep" concept shown in the design report is not apparent due to the similar heights of towers 1 and 3 and the foreground location of tower 1.

The proposal also appears particularly prominent when viewed from the surrounding local streets. Views from both the north and south sections of Henry Parry Drive clearly illustrate the excessive scale and view impacts from these locations.

In other respects the built form is considered generally acceptable. The divided podium reduces the scale of the development on the street and allows through site connections between all streets. It is important that these connections are fully accessible public spaces and not closed at night or outside business hours.

Density

The example scheme proposes an FSR of 5.15:1. This significantly non-compliant with the FSR controls shown in the GCC SEPP.

It is acknowledged that the GCCSEPP permits some exceptions to both height and FSR on certain sites if this meets design excellence criteria.

The visual impact and overshadowing of Kibble Park and the internal overshadowing of communal areas within the development indicate the proposal has not adequately addressed the design excellence issues and is an over development of the site.

Sustainability

The application must comply with mandatory minimum sustainability standards however a development of this size and significance is an opportunity to encourage and demonstrate sustainable design by providing more than the bare minimum. This could include but is not limited to providing solar and wind power generation and storage, storm and grey water recycling and a high level of passive solar design.

Landscape.

The landscape concept is generally acceptable though like the architectural drawings there is inadequate detail.



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Amenity

It is acknowledged there is communal open space on the podium however a single 15 metre pool is considered inadequate in a development containing 742 units. There also appears to be no other communal facilities.

It is noted that the adjoining future building could be far longer than shown and its shadowing is not included in the shadow diagrams. Even as shown it will result in major overshadowing of communal podium areas for much of the day. This impact must be included in the shadow diagrams to accurately determine possible shadow impacts. It is likely to require amendment of the application to ensure communal open spaces comply with the solar access objectives of the ADG.

The application provides no details of unit layouts, private open space, communal facilities and open space or pedestrian access. It is essential that all units comply with amenity requirements in the ADG.

Safety

No information provided.

Housing Diversity and Social Interaction

The proposal provides a mix of 1, 2 and 3 bedroom units. No information is provided on accessible units.

Aesthetics

While the Architectural Design Report suggests an acceptable aesthetic, no details are provided in Appendix A. Drawings for Approval. This is considered unacceptable.

Architectural Recommendations

1. While the Architectural Design Report suggests the proposed concept could be adequate, there is insufficient detailed information provided to properly assess the application. No detailed plans, elevations, sections or material schedule has been provided.
2. The height of tower 1 should be reduced by 5 stories and tower 2 by 3 stories to reduce their overpowering scale and visual impact on Kibble Park to eliminate any overshadowing of Kibble Park and other public space as required by the DCP and to clearly differentiate them from the towers behind.

2. Any development must protect and maximise solar access to Kibble Park and protect key views and street vistas. Development on the western and north-western part of the site should be lower in height to maximise solar access to Kibble Park.



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3. Maximising solar access to Kibble Park and views from Kibble Park to Rumbalara Reserve are priorities for development of this site. Taller buildings may be appropriate for this site, subject to design testing to determine the optimum location. The preferred location of taller buildings on this site is to the southern and eastern part of the site to minimise overshadowing impacts to Kibble Park

3. Provide amended shadow diagrams including those cast by the adjoining future building to accurately determine possible shadow impacts. Including shadows from the suggested building clearly shows the majority of the communal open space on podiums will be overshadowed for most of the day. Shadow diagrams for all times and months should be provided. It is noted that for much of summer the pool is overshadowed between 11 and 1. It may be necessary to modify the design of towers 1 and 3 to address this issue.
4. The entire length of Donnison Street should include some form of active street front. Carparking on the street front is not supported. This should either be wrapped by residential or commercial use as required by the DCP2018.

6. An active frontage is required on two street frontages. Retail or commercial uses are appropriate fronting Henry Parry Drive while multiple lobby and residential entries (maisonettes) should have adequate street address to, and contribute positive design outcomes for, Donnison Street

3. On-site parking is to be accommodated underground, or otherwise fully integrated into the design of the building as illustrated in Figures 10 and 11. Where integration is not achieved, car-parking areas will count towards gross floor area for the purposes of calculating Floor Space Ratio.

4. Any on site above ground parking should be 'sleeved' by a minimum 8m depth activation (commercial or residential use) facing any street as illustrated in Figure 11.

5. Provide an overhead pedestrian link between the development and Kibble Park. This would have obvious benefits in assisting in managing through traffic as well as improving amenity and the over-all connectivity of the development to the wider public realm of Kibble Park and the remainder of the City Centre.

ENGINEERING COMMENT

The site has a frontage to four public Roads, these being, Donnison Street (southern frontage), Albany Street North (part eastern frontage), William Street (part northern frontage), and Henry Parry Drive (western frontage).



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In Donnison Street there is/are:

- Existing kerb & gutter across the full frontage of the site.
- Regulatory restrictions related to "No stopping" zones, a "Bus Zone", and 1 hour parking zones.
- Concrete footpaths across the full frontage of the site, in some areas this is full width from the kerb to the property boundary. These footpaths are cracked in certain areas.
- Some lay backs and vehicle crossings. These will become redundant as a result of the proposed development.
- The road pavement is generally 12.2m-12.4m wide.

In Albany Street North there is/are:

- Existing kerb & gutter across the full frontage of the site.
- Regulatory restrictions related to "No stopping" zones, and 1 hour parking zones.
- Concrete footpaths across the full frontage of the site.
- Some lay backs and vehicle crossings. These will become redundant as a result of the proposed development.
- There is a crest high point in the road within the site frontage.

In William Street there is/are:

- Existing kerb & gutter across the full frontage of the site.
- Regulatory restrictions related to "No stopping" zones, and 1-hour parking zones.
- Concrete footways across the full frontage of the site that are full width from the kerb to the property boundary. The footpath across the adjoining properties to the east of the site are standard width.
- Some lay backs and vehicle crossings related to exiting ramps from the existing development that will become redundant as a result of the proposed development.

In Henry Parry Drive there is/are:

- Existing kerb & gutter across the full frontage of the site
- Regulatory restrictions related to a "No stopping" zone, full frontage.
- Paved footways with some landscaping.
- A sag low point in the road within the site frontage.

The vehicle and pedestrian movements at the Henry Parry Drive / Donnison Street and Henry Parry Drive / William Street intersections are controlled with traffic lights. There is a 'no right turn' restriction prohibiting right turn movements from Henry Parry Drive into Donnison Street. All four roads have a speed limit of 50km/hr.

Henry Parry Drive is a State road (MR673) and as part of this application separate comments need to be sought from Roads & Maritime Services (RMS) in relation to the impact of the proposed development on the surrounding road network, and any proposed changes to existing road infrastructure including lane widths as implied in the landscape plans. It is noted that historic correspondence from RMS that was included as part of the lodged application



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indicates that upgrades of the Henry Parry Drive / Donnison Street and Henry Parry Drive / William Street intersections should be included in a S7.11 contribution plan. Council does not have a contribution plan for such works nor a mechanism to direct funding to these works. In regard to the nexus of the impact of this development on these intersections the consent authority should consider that any upgrading of these intersections be undertaken by RMS as part of contributions received by the State Government for this and future applications related to the proposed masterplan.

Road works and parking arrangements in the road reserves

The Henry Parry Drive, Donnison Street, William Street, and Albany Street North frontages of the site are fully formed roads with kerb and gutter on both sides of these roads. With due reference to the plans provided including the landscape masterplan it appears that the following changes are proposed within these road and site frontages for which related comments are also provided:

- A landscaped median approximately 1.2m wide is proposed within William Street on the centreline of the road across the frontage of 'Tower 1'.

Comment: This landscaped median is not supported as it would:

- cause a sight obstruction in a heavily trafficked area;
 - would require special infrastructure to irrigate and maintain the plantings in the centreline of the road;
 - alter existing traffic arrangements within this section of road which would impact on access movements related to those properties in this area on the northern side of William Street.
 - landscaping in the centre of this road is contrary to the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011 for this area of the city centre.
- Narrowing of the road pavement in Henry Parry Drive from the existing 13m-14m width to a total width of 12m (as per the section of Henry Parry Drive on the Landscape Masterplan).

Comment: This is not supported as it would:

- cause a traffic hazard through an isolated narrowing of the pavement in Henry Parry Drive for the section between Donnison Street & William Street;
- affect manoeuvring for vehicles at the Henry Parry Drive / Donnison Street and Henry Parry Drive / William Street intersection, in particular for truck & bus movements for vehicles entering & exiting Donnison Street & William Street from or to Henry Parry Drive.
- Henry Parry Drive is a State road and changes to the infrastructure including road widths, kerb alignments, etc would require proper consultation and approval from the NSW Roads & Maritime Services.



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- Loss of the bus stop in Donnison Street.

Comment: The removal of this bus stop would:

- require proper consultation and concurrence from the local bus companies who utilise this bus stop.
- there is no other bus stop in this section of Donnison Street and the proposal does not appear to propose to replace it.

- Narrowing of the road pavement within the frontage of the site in Albany Street north between the Albany Street North / Donnison Street intersection and the vehicle crossing in Albany Street north (for access to a car park within the development).

Comment: This is not supported as it would:

- affect manoeuvring for vehicles at the Albany Street / Donnison Street intersection, in particular for truck & bus movements for vehicles movements in this area.

- Kerb blisters at the intersections of Henry Parry Drive / Donnison Street & Donnison Street / Albany Street North that narrow the pavement width in Donnison Street.

Comment: These kerb blisters are not supported as they would

- restrict safe truck movements in this area for vehicles turning into Donnison Street from Henry Parry Drive and turning into Albany Street North from Donnison Street.

- Changes to parking arrangements in Donnison Street through the provision of indented parking bays and landscaped beds.

Comments: If this is permitted it must be in accordance with the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.

Any changes to regulatory signage within the frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North must be approved/endorsed by Councils Traffic Committee, and where relevant the NSW Roads & Maritime Services.

Footways are to be fully formed at 2% and graded from the boundary to the kerb & gutter. This will require amendments to the plans. Furthermore, the proposed stairs within the Henry Parry Drive footway are to be removed from within the road reserve.

Footways are to be upgraded to comply with the scheme adopted by Council as contained within the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.



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Access & Parking

The proposal includes the provision of six vehicular access points into the development these being:

- Donnison Street:
 - Entry/exit to a shared pedestrian/vehicular link between Donnison Street & William Street;
 - Entry/exit to the car park potentially on level 4;
- Albany Street North:
 - Entry/exit to the car park potentially on Level 5;
- William Street:
 - Entry/exit to the car park potentially on Level 2;
 - Entry/exit to a shared pedestrian/vehicular link between Donnison Street & William Street;
 - Entry/exit to a Loading dock.

The plans indicate that these accesses will incorporate kerb returns into the footways. The use of kerb returns within the footways are not supported and all vehicle access crossings within the road reserves are to be heavy duty standard with laybacks on the kerb line to comply with Council's Civil Works Specification for access into development, and to reinforce the perception that all of these accesses (including the shared link) are private accesses within the development. These vehicle access crossings will need to be constructed with each development that will utilise them.

Parking is proposed over five (5) levels catering for a total of 1,014 car spaces. Access and car parking arrangements are to comply with AS 2890, in particular AS/NZS 2890.1:2004, AS 2890.2:2018, and AS 2890.6:2009.

Servicing is proposed primarily in the loading dock accessed off William Street which will cater for four loading bays for medium rigid vehicles and one loading bay for a heavy rigid truck. The application indicates further provision for servicing by small rigid vehicles in the through-link could be investigated at the future design detail stage. A turn table is indicated to be provided in the loading dock to ensure that all servicing vehicles can enter and exit the development in a forward direction.

Waste

It is noted that that the Transport Impact Assessment prepared by GTA (Report Ref N164620 Issue A dated 22/8/19) indicates that 10-11m long truck are proposed to service the development for garbage/waste servicing. This size truck does not satisfy Council's waste contract and future residential units may not be able to be serviced by Council unless the provision for the truck size is increased.



Flooding

Council's records do not indicate that the site is affected by flooding. Council's adopted 'Gosford CBD Overland Flow Study' does however indicate that there are overland flood flows within the adjoining road reserves.

Future stages of the development will need to ensure that:

- Suitable crests in rollovers are provided within the development to ensure that flood flows do not enter designated car parking areas within the development; flood gates that can rise up to the flood planning level could be utilised to assist in achieving this requirement.
- Floor levels for commercial and any habitable areas are to be a minimum of the flood planning level designated as 0.5m above the flood levels in the adjoining section of the road reserve.
- Building materials below the flood planning level are to be of a flood compatible type, able to withstand the effects of immersion in water.

Drainage

In total, the block of properties contained within the boundaries Henry Parry Drive, Donnison Street, William Street, and Albany Street North comprise the subject site (Lot 6 DP 598833 & Lot 1 DP 540292) & four other properties (Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116). These latter four properties that do not form part of the subject development site cover the north-eastern area of this block of properties.

Council's records and survey information provided with the application indicate that there is a storm water pipeline that enters the north-eastern corner of Lot 2 DP 270116 that diagonally traverses the four properties not associated with this development to the south-western corner of Lot 7 Sec 2 DP 6039, where it then traverses Lot 6 DP 598833 of the subject site in a westerly direction to connect to the existing drainage within Henry Parry Drive. Council's records indicate that a drainage easement in favour of Council exists over these pipelines within these affected properties. It is unknown if stormwater from developments within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 presently connects to the Council stormwater pipeline & easement within these properties which would then flow through the subject site. It is recommended that the consent Authority confirm this with the applicant through an additional information request to the applicant verified by CCTV footage up the stormwater line.

An 'Engineering Due Diligence Investigation Report' prepared by Northrop (Ref: NL191126-E01 Rev A dated 12/09/19) is included in the application as Appendix 8 of the development application. A plan within Appendix B of this Northrop report includes concept details for a stormwater diversion through and around the subject site whereby stormwater discharging into the site from Lot 7 Sec 2 DP 6039 is captured and diverted in a northerly direction to William Street and then piped down the William Street and Henry Parry Drive frontages of the site to connect to the stormwater system at the sag low point in Henry Parry Drive. This concept would not be compatible with the setbacks proposed in the Masterplan (indicated in Appendix



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1(A) and the Example Scheme (indicated in Appendix 1(B)) of this DA in that the details in Appendixes 1(A) & 1(B) indicate encroachments within the 3m wide drainage easement indicated in the Northrop plan proposed for the diverted stormwater line within the site. No building encroachments are permitted within easements to drain water that benefit Council.

It is recommended that all the following changes be made to the stormwater concept for the stormwater diversion as a holistic change to stormwater measures in the area to improve the hydraulic efficiency of the proposed drainage system, and simplify the stormwater management in the area:

- Commence the stormwater diversion on the eastern side of Albany Street North at the Albany Street North / William Street intersection, and construct the stormwater diversion across Albany Street North (in the vicinity of the existing pedestrian crossing), down William Street to Henry Parry Drive, and then down Henry Parry Drive to the existing sag low pit. This stormwater system is to be designed as a trunk drainage system with a design capacity for the 1%AEP storm event. The stormwater system that crosses Henry Parry Drive is to be upgraded to accommodate the 1%AEP storm event and connect to the existing trunk drainage system (that has a 1%AEP capacity) within Kibble Park (and that is presently constructed to the eastern boundary of Kibble Park near the Henry Parry Drive boundary).
- The existing pipe and pit in the Albany Street North adjacent to Lot 2 DP 270116 is blocked off so that the pipeline within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 is only an interallotment drainage pipeline.
- Within the site, the proposed diversion capturing stormwater from Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 is to be provided as an interallotment drainage system back to the proposed/required stormwater system in William Street.
- The pipeline within the site frontage in William Street that crosses William Street is blocked off at the pit as this line would become redundant as a result of the new stormwater works down William Street.

It is recommended that these works be undertaken as Stage 1 works associated with the subject DA in conjunction with the proposed demolition works.

The site is located within an area that is upstream of an area that is affected by flooding and drainage problems. The following drainage measures would be required with the future stages of the development to mitigate stormwater drainage in the area:

- On-site detention to limit post development flows back to pre-development flows for all storms up to and including the 1%AEP storm event. A runoff routing method is to be utilised in the design including a 0% pre-development impervious surface for the site as per the requirements of Chapter 6.7 of Council's Gosford DCP2013.
- Nutrient/pollution controls to achieve the reduction targets contained within Chapter 6.7 of Council's Gosford DCP2013.



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- Retention of rainwater for reuse within the development in accordance with the requirements of Chapter 6.7 of Council's Gosford DCP2013.

The demolition works and/or excavation works for the basement carparks would require dewatering of the site. The applicant would be required to obtain the appropriate approvals/licenses from the NSW Office of Water and Council for any proposed dewatering activities required during works and post completion of works.

The application states that "*Detailed assessment against Council's waste control guidelines has not been conducted as part of this proposal given that no physical works are proposed. Such assessment would occur at the detailed DA stage*". However, this application includes the demolition of the existing development as proposed Stage 1 works to the overall development. Additional information to be submitted for the application is to therefore provide a detailed waste management plan to cover demolition of the existing development and details of the haulage of these materials to approved waste management facilities.

Summary of engineering issues to be properly actioned and considered by the Consent Authority:

- The Consent Authority is to seek separate comments from Roads & Maritime Services (RMS) as Henry Parry Drive is a State road (MR673) and the proposed development has to the potential to impact the safety and flows associated with the surrounding road network. Furthermore, any proposed changes to existing road infrastructure including lane widths as implied in the landscape plans would require concurrence from RMS.
- It is noted that historic correspondence from RMS that was included as part of the lodged SSD application indicates that upgrades of the Henry Parry Drive / Donnison Street and Henry Parry Drive / William Street intersections should be included in a S7.11 contribution plan. Council does not have a contribution plan for such works nor a mechanism to direct funding to these works. With due regard to the nexus of the impact of this development on these intersections, it is recommended that the Consent Authority should consider that any upgrading of these intersections be undertaken by RMS as part of contributions received by the State Government for this and future applications related to the proposed masterplan.
- The Henry Parry Drive, Donnison Street, William Street, and Albany Street North frontages of the site are fully formed roads with kerb and gutter on both sides of these roads. With due reference to the plans provided with the SSD including the landscape masterplan the following comments are provided in relation to the following changes indicated within these road and site frontages:
- The landscaped median (approximately 1.2m wide) is proposed within William Street on the centreline of the road across the frontage of 'Tower 1' is **NOT** supported as:
 - it would cause a sight obstruction in a heavily trafficked area;
 - it would require special infrastructure to irrigate and maintain the plantings in the centreline of the road, and future operational maintenance of these plantings is unacceptable;



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- alter existing traffic arrangements within this section of road which would impact on access movements related to those properties in this area on the northern side of William Street.
- any landscaping in the centre of this road is contrary to the adopted "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011 for this area of the city centre.

This landscaping on the centreline of the road is to be removed from the proposal.

- The narrowing of the road pavement in Henry Parry Drive from the existing 13m-14m width to a total width of 12m (as per the section of Henry Parry Drive as indicated on the Landscape Masterplan is NOT supported as:
 - it would cause a traffic hazard through an isolated narrowing of the pavement in Henry Parry Drive for the section between Donnison Street & William Street;
 - it would affect manoeuvring for vehicles at the Henry Parry Drive / Donnison Street and Henry Parry Drive / William Street intersection, in particular for truck & bus movements for vehicles entering & exiting Donnison Street & William Street from or to Henry Parry Drive.
 - Henry Parry Drive is a State road and changes to the infrastructure including road widths, kerb alignments, etc would require proper consultation and approval from the NSW Roads & Maritime Services.

The existing pavement width in Henry Parry Drive is to be retained in the proposal.

- The removal of the existing bus stop in Donnison Street:
 - requires proper consultation and concurrence from the local bus companies who utilise this bus stop.
 - should be retained as there is no other bus stop in this section of Donnison Street and the proposal does not appear to propose to replace it elsewhere in this section of the road.
- The narrowing of the road pavement within the frontage of the site in Albany Street North between the Albany Street North / Donnison Street intersection and the proposed vehicle crossing in Albany Street North (for access to a car park within the development) is not supported as:
 - It would affect manoeuvring for vehicles at the Albany Street / Donnison Street intersection, in particular for truck & bus movements for vehicles movements in this area.

The existing kerb alignment and kerb return is to be retained.

- The proposed kerb blisters at the intersections of Henry Parry Drive / Donnison Street and Donnison Street / Albany Street North that narrow the pavement width in Donnison Street are not supported as they would:
 - restrict safe truck movements in this area for vehicles turning into Donnison Street from Henry Parry Drive and turning into Albany Street North from Donnison Street.

The existing kerb alignment and kerb return is to be retained.



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- Any changes to parking arrangements in Donnison Street through the provision of indented parking bays and landscaped beds must be in accordance with the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.
- Footways are to be fully formed at 2% and graded from the boundary to the kerb & gutter. This will require amendments to the plans. Furthermore, the proposed stairs within the Henry Parry Drive footway are to be removed from within the road reserve.
- Council's records and survey information provided with the application indicate that there is a stormwater pipeline that enters the north-eastern corner of Lot 2 DP 270116 that diagonally traverses the four properties not associated with this development to the south-western corner of Lot 7 Sec 2 DP 6039, where it then traverses Lot 6 DP 598833 of the subject site in a westerly direction to connect to the existing drainage within Henry Parry Drive. Council's records indicate that a drainage easement in favour of Council exists over these pipelines within these affected properties. It is unknown if stormwater from developments within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 presently connects to the Council stormwater pipeline & easement within these properties which would then flow through the subject site. It is recommended that the consent Authority confirm this with the applicant through an additional information request to the applicant verified by CCTV footage up the stormwater line.
- An 'Engineering Due Diligence Investigation Report' prepared by Northrop (Ref: NL191126-E01 Rev A dated 12/09/19) is included in the SSD application as Appendix 8. A plan within Appendix B of this Northrop report includes concept details for a stormwater diversion through and around the subject site whereby stormwater discharging into the site from Lot 7 Sec 2 DP 6039 is captured and diverted in a northerly direction to William Street and then piped down the William Street and Henry Parry Drive frontages of the site to connect to the stormwater system at the sag low point in Henry Parry Drive. This concept would not be compatible within the site in relation to the setbacks proposed in the Masterplan (indicated in Appendix 1(A) and the Example Scheme (indicated in Appendix 1(B)) of this SSD in that the details in Appendixes 1(A) & 1(B) indicate encroachments within the 3m wide drainage easement indicated in the Northrop plan proposed for the diverted stormwater line within the site. No building encroachments are permitted within easements to drain water. Amendments to the proposal are to be made to rectify this conflict.
- The following changes are to be made to the concept for the stormwater diversion indicated on the plan associated with Appendix B of the 'Engineering Due Diligence Investigation Report' prepared by Northrop (Ref: NL191126-E01 Rev A dated 12/09/19), as a holistic change to stormwater measures in the area to improve the hydraulic efficiency of the proposed drainage system, and simplify the stormwater management in the area:
 - Commence the stormwater diversion on the eastern side of Albany Street North at the Albany Street North / William Street intersection, and construct the stormwater diversion across Albany Street North (in the vicinity of the existing pedestrian crossing), down William Street to Henry Parry Drive, and then down Henry Parry Drive to the existing sag low pit. This stormwater system is to be designed as a trunk drainage system with a design capacity for the 1%AEP storm event. The stormwater system that crosses Henry Parry Drive is to be upgraded to accommodate the 1%AEP storm event and connect to



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the existing trunk drainage system (that has a 1%AEP capacity) within Kibble Park (and that is presently constructed to the eastern boundary of Kibble Park near the Henry Parry Drive boundary).

- The existing pipe and pit in the Albany Street North adjacent to Lot 2 DP 270116 is blocked off so that the pipeline within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 is only an interallotment drainage pipeline.
- Within the site, the proposed diversion capturing stormwater from Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 is to be provided as an interallotment drainage system back to the proposed/required stormwater system in William Street.
- The pipeline within the site frontage in William Street that crosses William Street is blocked off at the pit as this line would become redundant as a result of the new stormwater works down William Street.

It is recommended that these works be undertaken as Stage 1 works associated with the subject DA in conjunction with the proposed demolition works as it is considered that the demolition works may impact the existing stormwater system.

- Demolition works. The application states that *"Detailed assessment against Council's waste control guidelines has not been conducted as part of this proposal given that no physical works are proposed. Such assessment would occur at the detailed DA stage"*. However, this SSD application includes works related to the demolition of the existing development as proposed Stage 1 works to the overall development. Additional information must be submitted for the application to require demolition plans for the existing development on the site, and also provide a detailed waste management plan to cover demolition of the existing development including details of the haulage of these materials to approved waste management facilities.
- It is recommended that the masterplan require that the future application for next stage of the development require the construction of all of the podium level including access into the site and car parking levels, and drainage infrastructure of these areas within the site with connection to the Council drainage system.

Recommended Masterplan Approval Requirements for DA's related to the Future Stages on this Site:

It is recommended that any masterplan approval include the requirement for the provision of the following approvals and works with the DA's for the future stages of this development:

- A Section 307 Certificate under the Water Management Act 2000 is to be obtained for each stage of the development.
- Approval by Council of an application under section 138 of the *Roads Act 1993* for the following works designed in accordance with Council's Civil Works Specification that to be carried out within the road reserve:
 - a. Regrading of the footway formation at +2% from the top of kerb to the property boundary, across the full frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North. No stairs or structures are permitted in the road reserves.



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- b. Reconstruction of the footways within the frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North, to comply with the requirements of full width footway treatments in accordance with the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.
 - c. Heavy-duty vehicle access crossings.
 - d. Replacement of all redundant vehicle laybacks and/or damaged kerb with new kerb and gutter.
 - e. Removal of all redundant vehicular crossings and the footway formation reinstated in accordance with the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.
 - f. The piping of stormwater from within the site to Council's drainage system located in Henry Parry Drive.
 - g. Reconstruction to current standards of the pram ramps at the intersections of Henry Parry Drive / Donnison Street, Henry Parry Drive / William Street, Donnison Street / Albany Street North, and William Street / Albany Street North.
 - h. If not previously constructed as part of the demolition works under SSD 9813, the construction and/or reconstruction of the following stormwater drainage works within Albany Street North, William Street, and Henry Parry Drive to include the following:
 - Trunk drainage pipelines with a design capacity for the 1%AEP storm event as follows: Commencing on the eastern side of Albany Street North at the Albany Street North / William Street intersection, across Albany Street North at this intersection (in the vicinity of the existing pedestrian crossing), continuing down the full length of William Street to the Henry Parry Drive / William Street Intersection, and then along Henry Parry Drive to the existing sag low pit within this frontage of the site.
 - Reconstruction/upgrade of the stormwater drainage that crosses Henry Parry Drive from the sag low point within the site frontage in Henry Parry Drive to accommodate the 1%AEP storm event and connect to the existing trunk drainage system (that has a 1%AEP capacity) within Kibble Park (and that is presently constructed to the eastern boundary of Kibble Park near the Henry Parry Drive boundary).
 - The existing pipe and pit in the Albany Street North adjacent to Lot 2 DP 270116 is blocked off so that the pipeline within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 will be decommissioned as a Council stormwater pipelines such that it will then only operate as an interallotment drainage pipeline.
 - The pipeline within the site frontage in William Street that crosses William Street is blocked off at the pit.
- Any changes to regulatory signage within the frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North must be approved/endorsed by Councils Traffic Committee, and where relevant the NSW Roads & Maritime Services.



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- Submission of a dilapidation report to Council with the Roads Act application and / or Construction Certificate application.
- Submission of a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified professional.
- The following engineering works within the site included in the approval of a Construction Certificate:
 - All accesses driveways / ramps and car parking areas being designed in accordance with the requirements of Australian Standard AS 2890: Parking Facilities.
 - Stormwater detention system to limit post development flows from the proposed development to less than or equal to predevelopment flows for all storms up to and including the 1% Annual Exceedance Probability (AEP) storm event. The predevelopment analysis is to incorporate the site as 0% impervious.
 - Stormwater to comply with AS 3500.3-2004.
 - Nutrient/pollution control measures.
 - On-site stormwater retention measures.
 - Interallotment drainage measures as required designed to have a minimum capacity for the 1%AEP storm event (considering separate strata plans may exist within the site from each stage).
 - Piping of all stormwater from impervious areas within the site via an on-site stormwater detention structure to Council's drainage system located in Henry Parry Drive.
 - Floor levels of all commercial and habitable rooms in the development being at a minimum of the required flood planning level.
 - All building materials used or located below the flood planning level being of a type that is able to withstand the effects of immersion.
- Obtain the appropriate approvals/licenses from the NSW Office of Water and Council for any dewatering of the site required as a result of the proposed works.

TRAFFIC COMMENTS

Assumed distribution of trips

GTA consultants have assumed that 60 per cent of vehicles would use the William Street access, 30 per cent the Donnison Street access and 10 per cent the Albany Street North access. Albany St north has access to the Erina Street and Henry Parry Drive signals that cater for all movements.

Comment 1

It is assumed traffic distribution to and from the site for all development stages - be increased as much as possible to be using the Donnison Street west approach to the Henry Parry Drive intersection. If possible, for all stages I would suggest Donnison St (west) cater for 60 percent of traffic, William St 30 percent and Albany St north cater for twenty percent. If possible this assumption should be checked and confirmed by GTA. Perhaps also GTA could look how the



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capacity of the Donnison St / Henry Parry Drive intersection can be upgraded (perhaps investigate options)?

GTA Sidra analysis. For all Henry Parry Drive intersections with Donnison St, William St and Erina St East the Sidra analysis shows a **LOS of A, B or C for AM PM and Sat peak** once the development is in place.

For the ten year post development period the only the Henry Parry Drive and Donnison St intersections have a **LOS D for AM peak LOS E for PM peak and LOS B for Sat peak**. The remaining intersections on Henry Parry Drive continue to operate at LOS A of B

Concerns are raised that Henry Parry Drive intersections with Donnison Street and William Street are likely to continue to be critical and have network wide ramifications at peak times. The intersections are very close together (only 100 metres apart) restricting right turn storage lane lengths. As a result extensive queuing occurs at peak times when-ever right turn volumes are high. GTA confirms this as follows:

“the SIDRA INTERSECTION model has been calibrated to reflect the following site conditions:

- During the PM peak period, the Henry Parry Drive southbound kerbside lane is heavily used on account of the centre lane having to facilitate right turns into both Erina Street East and Donnison Street. This increases queuing in the kerbside lane with site observations indicating this extends substantially further than the centre lane.
- During the weekday peak periods, the Henry Parry Drive northbound kerbside lane is heavily used on approach to Donnison Street due to drivers making an early decision to avoid the centre lane, in turn avoiding delay due to vehicles turning right into William Street.”

Consistent with achieving greater reliance on Donnison St strategy the following suggestions are made;

- Can carpark driveway access for Tower 1 be redirected from William St to Donnison St frontage?
- Can carpark driveway for Tower 2 be connected to Donnison St?
- The through site shared road link between William St and Donnison St is supported as it is likely to encourage traffic to use Donnison St. for access.
- When does Tower 3 access the road system?
- Perhaps tower 1 and 2 could be done in one stage, with a majority of carpark access to Donnison St?

Comment 2

During peak periods; Donnison St / Henry Parry Drive intersection

- Based on existing traffic survey counts the Donnison St (west) approach to Henry Parry Drive signals appears to have spare capacity.
- Similarly, based on existing traffic survey counts the Erina East west approach to Henry Parry Drive signals appears to have spare capacity



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- The Donnison Street approach to Henry Parry Drive signals appears to have low existing traffic volumes for through and left into Henry Parry Drive. Due to the difficult topography there are existing right turn bans from Henry Parry Drive into Donnison St (west) and Donnison St (west) into Henry Parry Drive which are likely to be retained.

The net increase in development traffic for right turns is shown below for AM, PM and weekend peak hours is shown below. For all three peak periods assessed the Development right turns from Henry Parry Dr into William St are likely to continue to be too high for the capacity of the right turn bay in Henry Parry Drive.

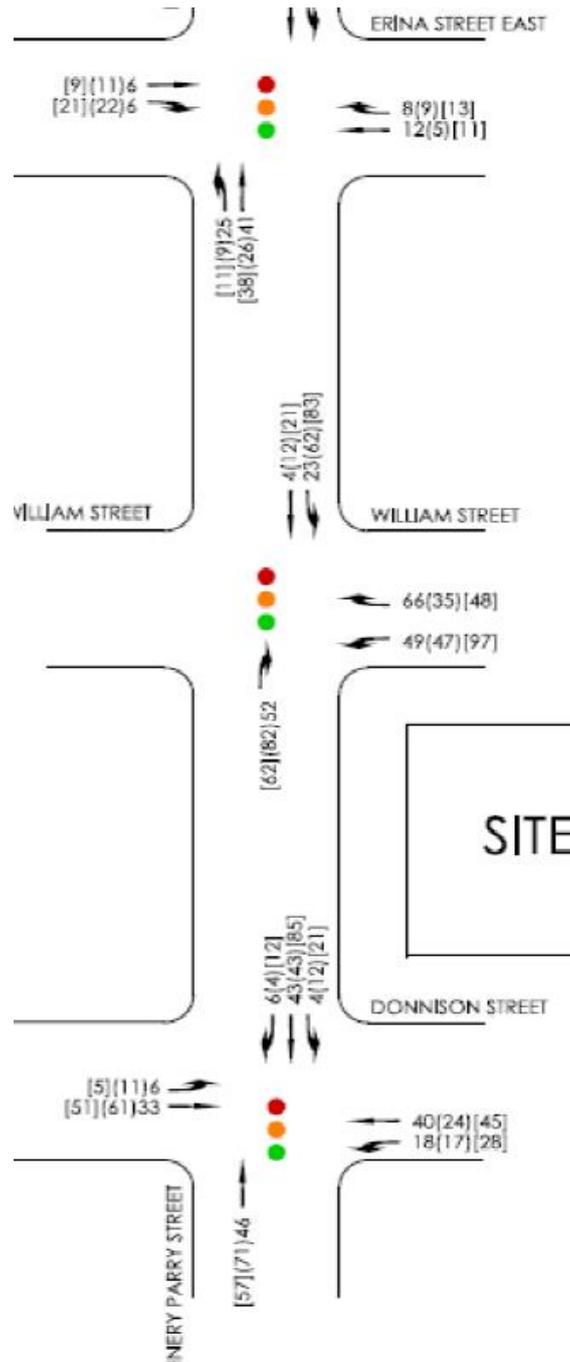


Figure 8.1: AM (PM) [Sat] peak hour site generated traffic volumes



Comment 3

Active Transport.

The Study in Section 6.2 cites that "Based on the existing mode share of Gosford interchange, detailed in Section 3.4, and an assumed average of 1.5 to two people per dwelling, it is likely there would be a demand for 270 to 360 public transport trips and 100 to 130 active travel trips during the weekday peak hours."

There appears to be little discussion on likely active trips impacts at both adjacent intersections on Henry Parry Dr at William Street and Donnison St. Discussion of the likely pedestrian movement impacts for each peak is requested.

Comment 4

The site existing Kibbleplex building contains 535 (sourced Central Coast Parking Strategy Part 1; Short Term Gosford CBD Strategy by Bitzous Consulting) publicly available car spaces for all users especially commuters.

If possible for each stage of development some off-street parking should be reattained rather than being demolished altogether. The SOE suggests that the proposed 6 stages could be carried out over ten years. Council is concerned that the demolishing stage could be the only stage of development and no further stages of development occur in the future? This would be a very unfortunate outcome in maintaining a minimal level of service for a significant existing parking asset in the city centre.

Comment 5

The proposed development will increase traffic flows across the Donnison Street railway overbridge, Dane Drive and Central Coast Highway and particularly at the Central Coast and Dane Drive roundabout.

As outlined in the SEAR's Attachment A Strategic Plan "Gosford City Centre Transport Management and Accessibility Plan"; The Donnison Street railway overbridge requires major upgrading now for improved bus, vehicle, pedestrian and cyclists access across the railway corridor.

Access concern

The location of proposed driveway to Tower 1 on William St appears to be very close to the Henry Parry Dr / William St signals. William St has two storage lanes that could be impacted. Any right turns from William St into the proposed driveway could extend queues back into the intersection area of the signals causing congestion and safety issues. The Applicant is requested to clarify and possibly address these concerns by;

- Relocating the driveway further west away from the existing traffic storage lanes.
- If possible relocate driveway access to Donnison Street frontage.



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- Alternatively a physical central median could be constructed in William St to ban right turns. Cars into Tower 1 Carpark are then likely to carry out u-turns in William St. and arrive via Donnison St or Erina Street.

WASTE

Any future Development Application designed to comply with all matters detailed in the *Gosford Development Control Plan 2013, Chapter 7.2 – Waste Management*.

Any proposal will require residential and commercial waste to be stored separately with residential waste serviced by Councils contractor in accordance with the current Domestic Waste Contract provisions.

Waste vehicle entry/exit from the site must be in a forward direction without crossing the centre line of the public road access is provided from.

All waste vehicle entry/exit and internal manoeuvring must be demonstrated by swept turning path overlays to AS2890.2 for a rear loading HRV. A minimum 4.0m vertical height clearance must be provided.

Future residential waste to be stored in 1.1m³ bulk waste bins. The residential waste storage enclosure must be located to provide ready roll out of bulk waste bins to the rear of the waste collection vehicle.

The waste servicing location must not impede other vehicle access while servicing of bulk waste bins is undertaken.

Commercial waste to be serviced by a private, Commercial waste contractor.

The Commercial waste storage enclosure to be similarly located as per the residential waste storage enclosure.

All Development Applications will require a detailed comprehensive signed and dated Waste Management Plan in accordance with Chapter 7.2 – Waste Management of Gosford DCP 2013 and 'Central Coast Local Environment Plan 2014 (GLEP2014) – A Guide for Applicants on Supporting Document Requirements', for all site preparation, construction, use of premises and on-going management of waste.

All major construction components are required to be identified with an estimated volume of waste indicated. Rules of thumb for estimating waste can be found under *Appendix B Waste/Recycling Generation Rates* ie Timber 5-7% of material ordered, Bricks 5-10% of material ordered etc.

Ensure a figure is provided for residual waste to cover those materials that are unable or not feasible to separate. Additional information can be found in the Better practice guide for resource recovery in residential development published by NSW EPA.



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WATER AND SEWER

The development site is located within Central Coast Councils "Southern Region Water Supply and Sewerage Development Servicing Plan (DSP) 2019" area. Water Supply and Sewerage system capacity upgrades are being provided within the CBD to accommodate loads and demands from development identified within the DSP area. Should the proposed development progress in its current form, further augmentation of Councils water and sewer infrastructure shall be required. Upon determination of loads and demands identified as a consequence of the development proposal, revised infrastructure requirements including augmentation works can be identified. Timely provision of necessary infrastructure to accommodate the proposed developments will be dependent upon receipt of government funding under the Gosford CBD Housing Acceleration Fund. Water and sewer developer services contributions shall also apply.

The developer shall be required to submit an application to Council under Section 305 of the Water Management Act 2000, to obtain a Section 307 Certificate of Compliance. The Application for a Section 307 Certificate under Section 305 Water Management Act 2000 form can be found on Council's website www.centralcoast.nsw.gov. Early application is recommended. A Section 307 Certificate must be obtained prior to the issue of any Construction Certificate. Section 307 developer contributions shall apply.

The development shall impact an existing Council sewer main currently located centrally within the development site. The sewer main, which services land to the east of the development site, will be required to be relocated prior to commencement of demolition of existing structures on the land. Engineering details for the relocation of this sewer main must be submitted to Council for approval. Relocation of this sewer main shall be at the developers full cost.

ENVIRONMENTAL HEALTH

Air Quality

The site is located at the east of Gosford City Centre, surrounded by various commercial users. The Construction Management Plan does not include any specific details on how demolition works will be controlled to reduce the risk of negatively impacting on the surrounding areas air quality.

Acid Sulfate Soil (ASS)

The land is located in Class 5 no known occurrence ASS, however is within 500m (approximately 250m) of Class 2 disturbed terrain. It is not expected that ASS will be disturbed during demolition works. The Geotech Report confirms this.

Asbestos Containing Material (ACM)

The current building was constructed in approximately 1978 and is expected to contain ACM.



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Contamination/ SEPP 55

The Contamination Report meets the minimum requirements of the EPAs Guidelines. Previous land uses include shopping centre, sawmilling, corner store and fire/ambulance station. It is suspected that fill was imported to the site, presenting a medium risk of contamination.

Noise and vibration

The Construction Management Plan does not include any specific details on how demolition works will be controlled to reduce the risk of causing offensive noise to the surrounding land users.

The Acoustic Report was prepared generally in accordance with the NSW EPAS guidelines for an urban area with adjacent commercial and residential receivers. The Acoustic Report concludes that the site is suitable for the intended use provided the recommendations, including design elements of the tower construction for acoustics including roof ceiling insulation, wall and glazing construction, balconies, mechanical plant are implemented. The Acoustic Report also details construction noise and vibration recommendations including a noise and vibration monitoring program, strategies, equipment selection, acoustic barriers and screening, and consultation/complaints handling procedures.

Soils and Construction/ Water

The area of disturbance is approximately 13,988m². Section 6.3 of the Gosford DCP requires a soil and water management plan, which has not been provided by the applicant.

LANDSCAPE

The Landscape Master Plan July 2019 shows retention of most existing street trees located on road reserve of Henry Parry Drive and Donnison Street.

The most prominent trees are planted Eucalypt that are out growing the available area which is evident by the visible lifting of pavement. Other undesirable features of the existing trees were extensive cambium (bark) damage due to passing vehicles, poor condition and bracket fungus.

Such a redevelopment provides an opportunity to remove existing trees reaching the end of their useful life and plant new advanced street trees in accordance with Gosford City Centre Streetscape Guidelines 2011.

Removal of the trees and replacement at the end of construction would also reduce constraints during demolition and the redevelopment. It is also considered unlikely that removal and replacement of civil infrastructure around existing trees could be undertaken without adverse impacts.



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It is recommended that the applicant amend plans to show removal of all trees and show additional street tree planting in those vicinities in accordance with Gosford City Centre Streetscape Guidelines 2011.

SOCIAL PLANNING

- Consideration should be given to the inclusion of affordable housing within the residential component of the development. There is a significant need for affordable housing across the Central Coast. Although the Central Coast has historically been an affordable area, a range of factors have resulted in the area being less affordable than Greater Sydney for local residents. While housing is cheaper than the Greater Sydney average, the incomes of local people are much lower with higher levels of overall social disadvantage on the Central Coast, particularly in the former Wyong LGA. The Central Coast now has higher rates of housing stress and higher rates of growth of primary homelessness and those who are marginally housed than Greater Sydney. In 2016, there were around 24,200 households in the Central Coast LGA in 'housing stress', with this figure projected to reach at least 31,000 by 2036. There was a 35% increase in homelessness in the Central Coast from 2011 to 2016, with around 6,000 people who are homeless or marginally housed in the LGA. Affordable housing is an important resource particularly for low income workers, as well as seniors and people with a disability. There is a need for affordable housing for key workers in Gosford.
- When considering whether additional community facilities are required, this should be done in the context of the cumulative impact of the proposed large-scale developments being considered for Gosford. Consideration should be given to including community facilities within the development, including a child care centre.

CONCLUSION

In summary:

- The towers should be reduced in height and/or footprint.
- Car parking should be provided in accordance with the SEPP (Gosford City Centre) 2018 and DCP2018.
- A pedestrian access across Henry Parry Drive should be planned for in the Masterplan.
- The traffic data and engineering assessment of impact on roads, intersections and services need to be reviewed.
- Demolition should not be permitted until consent is granted and work is likely to commence on the proposed towers.
- An assessment of the impact on the loss of 600 car parking spaces within the next 2 years needs to be taken into consideration.



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- An economic impact assessment of the proposed development on existing businesses within the City Centre and nearby shopping centre needs to be carried out.

Yours sincerely,



Andrew Roach
Unit Manager Development Assessment
Central Coast Council

Our Reference:

Your Reference: SSD - 9813



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RECOMMENDED CONDITIONS OF CONSENT

PRIOR TO COMMENCEMENT OF DEMOLITION WORKS

1. Submit an application to Council under Section 305 of the *Water Management Act 2000* to obtain a Section 307 Certificate of Compliance. The *Application for a 307 Certificate under Section 305 Water Management Act 2000* form can be found on Council's website www.centralcoast.nsw.gov.au. Early application is recommended.

A Section 307 Certificate must be obtained prior to the issue of any Construction Certificate.

2. Submit engineering details prepared and certified by a practising structural engineer that comply with *Council's Building Over or Adjacent To Sewer and Water Main Guidelines* to the satisfaction of Council. Engineering details must be submitted to Council's Water Assessment Team for approval. Plan assessment fees apply.
3. Submit an application to Council under section 138 of the *Roads Act 1993* for the approval of required works to be carried out within the road reserve.

Submit to Council Engineering plans for the required works within a public road that have been designed by a suitably qualified professional in accordance with Council's *Civil Works Specification* and Chapter 6.3 - *Erosion Sedimentation Control* of the Gosford Development Control Plan 2013. The Engineering plans must be included with the Roads Act application for approval by Council.

Design the required works as follows:

- a) Construction and/or reconstruction of stormwater drainage within Albany Street North, William Street, and Henry Parry Drive to comply with the following:
 - Trunk drainage pipelines with a design capacity for the 1%AEP storm event along the following alignment: Commencing on the eastern side of Albany Street North at the Albany Street North / William Street intersection, across Albany Street North at this intersection (in the vicinity of the existing pedestrian crossing), continuing down the full length of William Street to the Henry Parry Drive / William Street Intersection, and then along Henry Parry Drive to the existing sag low pit within this frontage of the site.
 - Reconstruction/upgrade of the stormwater drainage that crosses Henry Parry Drive from the sag low point within the site frontage in Henry Parry Drive to



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accommodate the 1%AEP storm event and connect to the existing trunk drainage system (that has a 1%AEP capacity) within Kibble Park (and that is presently constructed to the eastern boundary of Kibble Park near the Henry Parry Drive boundary).

- The existing pipe and pit in the Albany Street North adjacent to Lot 2 DP 270116 is blocked off so that the pipeline within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 will be decommissioned as a Council stormwater pipelines such that it will then only operate as an interallotment drainage pipeline.
- The pipeline within the site frontage in William Street that crosses William Street is blocked off at the pit.

b) Erosion and sedimentation control plan

The Roads Act application must be approved by Council prior to commencing works in the road reserve.

4. Submit to Councils Environment and Public Health Unit for approval a Soil and Water Management Plan in accordance with Section 2.3 of the 'Blue Book' (*Managing Urban Stormwater: Soils and Construction, Landcom, 2004*). The plan shall be prepared by a suitably qualified environmental/civil consultant. Section 9.3 of the Blue Book provides guidance on preparing a Soil and Water Management Plan for medium-density development.
5. Submit to Councils Environment and Public Health Unit for approval a Demolition and Construction Environmental Management Plan. The plan shall be prepared by a suitably qualified environmental/civil consultant.
6. Prepare a Hazardous Materials Survey of the existing buildings on the site prior to demolition works.
7. Submit a dilapidation report to Council with the Roads Act application and / or Construction Certificate application. The report must document and provide photographs that clearly depict any existing damage to the road, kerb, gutter, footpath, driveways, street trees, street signs or any other Council assets in the vicinity of the development. The dilapidation report may be updated with the approval of the Principal Certifying Authority prior to the commencement of works.



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8. Submit design details of the following engineering works within private property:
 - a) Interallotment drainage within the site to capture stormwater from Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 and discharge this stormwater to Council's piped drainage system in William Street. The interallotment drainage system must be designed in accordance with Council's *Civil Works Specification* and have a minimum capacity for the 1%AEP storm event.
 - b) Piping of all stormwater from impervious areas within the site via an on-site stormwater detention structure to Council's drainage system located in Henry Parry Drive.

These design details and any associated reports must be included in the Construction Certificate.

- Submit to Council a Traffic and Pedestrian Management Plan prepared by a suitably qualified professional.

The Plan must be prepared in consultation with Council, and where required, the approval of Council's Traffic Committee obtained.

The Plan must address, but not be limited to, the following matters:

- ingress and egress of vehicles to the Subject Site
- predicted traffic volumes, types and routes
- pedestrian and traffic management methods, and
- other relevant matters

The Applicant must submit a copy of the final Plan to Council, prior to the commencement of work.

- Obtain the appropriate approvals/licenses from the NSW Office of Water and Council for any dewatering of the site required as a result of the proposed works.

DURING DEMOLITION WORKS

1. Complete works within the road reserve in accordance with the approval under the *Roads Act 1993*. The works must be completed in accordance with Council's *Civil Works Specification* and Chapter 6.3 - *Erosion Sedimentation Control* of the Gosford



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Development Control Plan 2013. Documentary evidence for the acceptance of such works must be obtained from the Roads Authority.

2. Rectify to the satisfaction of Council any damage not shown in the dilapidation report submitted to Council before site works had commenced. Any damage will be assumed to have been caused as a result of the site works undertaken and must be rectified at the developer's expense.
3. Complete the internal engineering works within private property in accordance with the plans and details approved with the construction certificate.
4. Amend the Deposited Plan (DP) to:
 - include an Instrument under the *Conveyancing Act 1919* for the following restrictive covenants; with Council having the benefit of these covenants and having sole authority to release and modify. Wherever possible, the extent of land affected by these covenants must be defined by bearings and distances shown on the plan
 - a) create an easement to drain water for the diverted stormwater line through the site

Submit to the Principal Certifying Authority copies of registered title documents showing the restrictive covenants.

5. Prevent public access to the construction site as required by Clause 298 of the *Work Health and Safety Regulation 2011* when building work is not in progress or the site is unoccupied. Site fencing specifications are outlined under Australian Standard AS1725.1-2010 - *Chain-link fabric fencing - Security fencing and gates*. The use of barbed wire and/or electric fencing is not to form part of the protective fencing to construction sites.

A separate application made under the Roads Act 1993 will need to be lodged with Council If a hoarding or construction site fence must be erected on the road reserve or a public place.

6. Install a hoarding or construction site fence between the work site and any public place to prevent any materials from or in connection with the work falling onto the public place. The use of barbed wire and/or electric fencing is not to form part of the hoarding or construction site fence.

A separate application made under the *Roads Act 1993* will need to be lodged with Council If the hoarding or construction site fence must be erected on the road reserve or a public place.



7. Undertake demolition involving asbestos in accordance with the *Work Health and Safety Act 2011*.

The person having the benefit of this consent must ensure that the removal of:

- a. more than 10m² of non-friable asbestos or asbestos containing material is carried out by a licensed non-friable (Class B) or a friable (Class A) asbestos removalist, and
- b. friable asbestos of any quantity is removed by a licensed removalist with a friable (Class A) asbestos removal licence.

The licensed asbestos removalist must give notice to the regulator before work commences in accordance with Clause 466 of the *Work Health and Safety Regulation 2011*.

8. Do not carry out construction work or store building materials on the road reserve unless they are associated with a separate approval under the *Roads Act 1993*.
9. Action the following when an excavation extends below the level of the base of the footings of any building, structure or work on adjoining land:
 - a. notify the owner of the adjoining land, and
 - b. protect and support the building, structure or work from possible damage from the excavation, and
 - c. underpin the building, structure or work where necessary, to prevent any such damage.

These actions must be undertaken by the person having the benefit of the development consent at their own expense.

10. Implement the requirements of the Waste Management Plan listed as supporting documentation in this development consent.
11. Demolish buildings in a safe and systematic manner in accordance with AS2601-2001: *The demolition of structures*. Waste materials must be disposed of at a waste management facility.
12. Construction and demolition works are restricted to the following times:
Monday to Friday: 7am to 6pm
Saturday: 8am to 1pm
No work on Sundays or public holidays.



13. All excavated material removed from the site must be classified in accordance with NSW EPA (1999) *Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes* prior to disposal. All excavated material must be disposed of to an approved waste management facility and receipts of the disposal must be kept on site.
14. Implement all soil and water management control measures and undertake works in accordance with the Council approved Soil and Water Management Plan. Update the plan as required during all stages of the construction or in accordance with the 'Blue Book' (*Managing Urban Stormwater: Soils and Construction, Landcom, 2004*).
15. Any imported soils to the subject site must be Virgin Excavated Natural Material (VENM) as defined in Schedule 1 of the *Protection of the Environment Operations Act 1997*.
16. Conduct demolition and construction works in accordance with the Noise Impact Assessment prepared by Reverb Acoustics dated July 2019
17. Undertake demolition involving asbestos in accordance with the Work Health and Safety Act 2011.

The person having the benefit of this consent must ensure that the removal of:

- a. more than 10m² of non-friable asbestos or asbestos containing material is carried out by a licensed non-friable (Class B) or a friable (Class A) asbestos removalist, and
 - b. friable asbestos of any quantity is removed by a licensed removalist with a friable (Class A) asbestos removal licence. The licensed asbestos removalist must give notice to the regulator before work commences in accordance with Clause 466 of the Work Health and Safety Regulation 2011
18. Submit to Council, a Clearance Certificate issued by a suitably qualified independent Occupational Hygienist or Licensed Asbestos Assessor certifying that the site has been made free of asbestos material following completion of demolition works.
 19. Notify immediately the Council of any new information which comes to light during demolition or construction works which has the potential to alter previous conclusions about site contamination.

In the event that construction works causes the generation of odours or uncovering of previously unidentified contaminants, works must immediately cease, Council and the Principal Certifying Authority must be notified in writing within 7 days and an appropriately qualified environmental consultant appointed to undertake an assessment of the potential contaminant and works required to make the site safe from potential human health and environmental harm.



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20. Carry out works in accordance with the approved Demolition and Construction Environmental Management Plan.
21. Carry out demolition works in accordance with the recommendations of the Hazardous Material Survey.



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