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Assessment Unit/DA48153
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Gosford City Council

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RE: PROPOSED GOSFORD HOSPITAL REDEVELOPMENT (SSD 6913)

Dear Sir/Madam

I refer to the above application lodged by Health Infrastructure.

Gosford City Council strongly supports the proposed redevelopment of the Gosford Hospital. The proposal has significant social and economic benefits to the community of the Central Coast through increased employment and upgraded health services. The upgrading of the hospital is much needed and will contribute to the revitalisation of Gosford City Centre.

The changes proposed will have significant impacts on the area around the hospital both during construction and future operations. Accordingly, Council has a number of comments on the proposal and a range of conditions it requests be imposed on any approval issued.

Council's comments are set out in Attachment 1 to this letter. The requested conditions are set out in Attachment 2.

Should you wish to discuss Council's comments and requested conditions, please contact Council's Acting Manager Development and Compliance, Mr Ian Reynolds, on 02 4325 8222.

Yours faithfully

A handwritten signature in black ink, appearing to be "P. Anderson".

Paul Anderson
Chief Executive Officer

ATTACHMENT 1 - COUNCIL COMMENTS

1) Road Works

The site for Gosford Hospital and the proposed development have a frontage to a number of public roads, including Racecourse Road, Holden Street, Showground Road, Beane Street West (2 sections), Cape Street North, & Ward Street.

- The proposal includes the following changes to the road network:
- Truncation of Holden Street at Beane Street West to form two cul-de-sacs and a pedestrianised plaza between Gosford Hospital and the HWP. Holden Street between Racecourse Road and Ward Street is proposed to become a private road owned by Health Administration Corporation;
- Closure of Beane Street West from Showground Road through to Holden Street;
- Upgrades in Showground Road to form the entry / exit to the proposed HWP car park, incorporating a new pedestrian crossing;
- Streetscape improvements on the eastern side of Showground Road to improve connectivity to Gosford Railway Station;
- Truncation of Hospital Road (south of the existing multi-storey car park) forming two two-way cul-de-sacs; and
- Intersection upgrades at Hospital Road / Racecourse Road to accommodate all turning movements.

Physical alterations to the road network will require formal approval under Section 138 of the Roads Act. This requirement should be made clear in any consent issued (See proposed condition 1.2).

2) Traffic/Parking/Pedestrian Movements

The proposal will increase traffic using the Etna Street and Donnison Street railway bridges. Both these bridges need replacement and widening for traffic and pedestrian lanes.

While a number of existing facilities (hospital, three schools, golf club, and railway station) generate significant traffic volumes in the PM peak, the hospital upgrade will further increase traffic volumes result in an untenable situation. The opportunity should be taken now to co-ordinate all authorities involved in funding and programming the replacement and widening of the two bridges.

The Department of Transport should be tasked to co-ordinate a whole of Government approach to achieve funding and a timeframe to replace/upgrade the two railway bridges.

The government authorities that should also be involved include;

- Rail Corp
- Department of Education
- Heath Infrastructure
- Gosford City Council
- Roads & Maritime Services

Without planning now for the bridge replacements, the congestion problem will increase to the detriment of the hospital, schools, and the community. This working group could also address broader road impacts of the proposal addressed later in these comments.

a) Car Parking

It is essential that parking be provided wholly within the hospital facility for staff and visitors.

The construction of the 803 space car parking station is supported, but should not only provide for the increase in parking required for the additional beds and facilities, but address past car parking deficiency on site.

The issue of who is able to park on the hospital grounds, and cost of parking is one which needs to be addressed by an operational plan prepared by the Hospital.

It is noted that the consultant's Parking and Traffic study proposes that a Workplace Travel Plan be developed and a Healthy Transport Plan be undertaken. While a Travel Plan is proposed to be undertaken there are no targets or timeframes outlined.

As stated Table 10 of the report, current mode share for staff travelling to the Hospital each day is 95% by Car and 5% in total for walking, cycling and public transport.

| Mode of Transport | Staff | Outpatients | Visitors |
|-------------------------------|-------|-------------|----------|
| Car | 95% | 80% | 83% |
| (Car Passenger) | 9% | - | - |
| Public Transport – bus, train | 2.6% | 15% | 12% |
| Taxi | 0% | 5% | 5% |
| Walk | 1.2% | 0% | 0% |
| Bicycle | 1.2% | 0% | 0% |

Table 10-Mode of transport access to the Hospital (%) by user group

Gosford Hospital Redevelopment
(including Health and Wellbeing Precinct – Stage 1), T2-1203

Reference to successful case studies achieving significant modal shifts away from car transport may assist in developing the Hospital Travel Plan.

For example, as cited on the Premier's Council for Active Transport (PCAL) for www.pcal.nsw.gov.au/case_studies/optus

- Optus's Travel Plan involved concentrating their several offices to one site at Macquarie Park – affecting 6,500 staff who had to share 2,002 car spaces.
- Their Travel Plan achieved a 45% mode share to work for cycling, walking and public transport (otherwise for Macquarie Park area it would have been only 10%).

A similar modal shift result would seem to be achievable for the Gosford Hospital Redevelopment project, as Gosford is considered to have similar public transport availability to Macquarie Park, North Ryde. Council has previously raised this matter in a number of discussions with relevant government departments.

b) Onstreet Parking Restrictions

In terms of providing optimal accessibility in the future and given the substantial redevelopment being undertaken, Council requests NSW Health to advise of the desired changes to onstreet parking restrictions for all roads within the closest walking distance to the new entry points to the hospital for consideration by Council's Local Traffic Committee, taking into account Council's policy to increase short stay parking in the Central Area.

c) Intersections of Concern

The following comments are made on the following sections of the EIS;

- **Section 3.7 Vehicle Access.** Figure 8 on Page 23 illustrates the existing inbound vehicle routes for trips to Gosford Hospital. 37% from East, 15% from north = 52%

of vehicle trips that access the hospital via Donnison Street and Etna Street railway bridges. Future traffic volumes generated by the Hospital redevelopment are expected to increase at the same proportions as the existing traffic distribution which will increase the congestion and delays at these locations described as “Known Pinch-points” in section 7.6.1 of the report. **Section 7.6.1** highlights the need for a “multi-agency approach” to upgrading these bridges to achieve long-term solutions to addressing the network impacts at these locations.

- **Section 3.9 Current Road Network Operation.** The Road Network Model (LINSIG) has included all the relevant intersections in the hospital precinct. The Donnison St / Showground Road and Racecourse Road / Central Coast Hwy intersections have been modelled separately using Sidra. It is recommended that the intersection of Racecourse Road and Faunce Street West be included in the modelling as Faunce street is a major route to and from the hospital (including buses), as well as the main access for pick up and drop off of students at Gosford Public School. At a recent meeting of Council, Police, bus companies and the Principal of Gosford PS held to assess traffic management issues in Faunce Street West, it was recommended that Council investigate the feasibility of changing the traffic flow in Faunce Street West to one way eastbound between Young Street and Batley Street. This one way proposal should be included as an option in the road network modelling to assess the impact of this change in traffic flow including the impact on bus travel.
- **Section 7.6.5 Hospital Road / Racecourse Road.** The project proposes to construct a mid-block closure of Hospital Road, converting the northern section to a two-way traffic flow and allowing right turn movements in and out at Racecourse Road. The proposal is to formalise this arrangement by linemarking the intersection to a CHR arrangement (a dedicated right turn lane in Racecourse Road). However, no consideration has been given to the impact of the performance of this intersection due to proximity of the vehicular access to /from Gosford Golf Club and Gosford High School as well as the queuing that occurs along Racecourse Road.

If the proposed design impacts right turns into and out of the Gosford High School and Golf course entrance/exit then this local traffic will be redistributed along Racecourse Rd to travel around the block accordingly (i.e. if right turn in/out are banned then this local traffic would be redirected to other roads such as Bean Street West (for U-turns) and/or Showground Rd and its intersections with Etna Street Bridge and Donnison St Bridge). This issue requires further analysis and confirmation of any impacts and identification of, and commitment to address, identified impacts.

- **Section 7.11 State Plan Targets and Measures to Increase Sustainable Transport.** Goal 10 discusses the proposal to provide a pedestrianised area on Holden Street to improve pedestrian connection between the Hospital and the proposed carpark, Showground Road and Railway Station. The proposal provides for pedestrian access from Showground Road through the ground floor level of the multi-storey carpark to elevators to the Holden Street level. However, pedestrians still would have to negotiate the steep grade from Holden Street to the Hospital entrance which will be unsuitable for elderly / disabled pedestrians.

Accordingly it is considered that visitors are likely to try and park at the higher levels around Holden Street to avoid the walk up the hill from Holden St to the main hospital entry.

- **Section 7.7 Summary of Required Improvements**
It is apparent that there are parts of the road network in the vicinity of the Hospital that are currently unable to accommodate current traffic demands, and that works

will be required to accommodate future background growth. The following table presents a summary of the intersections requiring upgrades, and the role of the applicant in those works, as proposed in the application.

| Intersection | Works Required | HI | Others |
|--|---|----|------------------------------------|
| Etna Street Railway Bridge | Widened to accommodate four (4) lanes | | ✓ |
| Showground Road / Racecourse Road | <u>Option 1</u> Retain the Roundabout control Provide 1 shared left/through lane on the east approach. Provide 1 dedicated right turn lane on the east approach Provide 2 circulating lanes through the roundabout for westbound traffic. <u>Option 2</u> Convert the existing roundabout to a signalised intersection, with: Dedicated right-turn lane and 20m left-turn bay on Racecourse Road (westbound) Additional through lane and 40m right-turn bay on Racecourse Road (eastbound) 20m right-turn bay on Showground Road (southbound) Signalised pedestrian crossings on all approaches Remove midblock pedestrian crossings on Racecourse Road at Gosford High School | | ✓ |
| Racecourse Road / Pacific Highway / Mann Street | <u>Option 1</u> Retain the full length left/through lane on the west approach Extend the existing short through/right lane to become a full length lane <u>Option 2</u> Retain the full length left/through lane on the west approach Extend the existing short through/right lane to become a full length lane | | ✓ |
| Racecourse Road / Central Coast Highway | Additional left turn slip lanes into and out of Racecourse Road. Additional Bus Priority lane on the eastbound approach. | | Already designed and costed by RMS |
| Hospital Road / Racecourse Road | Upgrade to a formal CHR type intersection through line marking and signage. | ✓ | |
| Showground Road / HWP Car Park Entry | Construct a formal CHR type intersection through line marking and signage. | ✓ | |

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In terms of this summary, Council's comments are as follows:

- **Etna St Railway Bridge** - Widening should be at least **5 lanes** to accommodate right turning traffic into Showground Rd or Mann Street. Current footpath widths are also substandard and require widening.
- **Showground Rd/Racecourse Rd** - Option 1 above is not supported as it has no pedestrian facilities.
- **Hospital Road/Racecourse Rd** - Upgrading proposed linemarking treatment for right turn movements could impact left and right turn traffic movements into the existing access road for Gosford High School and adjoining golf course. More detail is requested to clarify impacts.

As noted earlier in Council's comments, Council seeks the establishment of a multi-agency working group to identify and program essential road upgrades.

d) Road Classification Review (as per Figure 7: RMS Road Hierarchy Review)

Racecourse Road and Pacific Highway from Etna Street Bridge to Pemell Street roundabout are currently Regional Roads. To more accurately reflect their current function, perhaps these roads should be reclassified as State Roads given the critical regional-wide support they provide Gosford City Centre and the hospital precinct in particular.

Similarly, Showground Road for its full length is currently classified as a local road, and should be reclassified to a Regional Road.

e) Pedestrian Concerns

Racecourse Road frontage

Currently there no proposed footpaths or pedestrian facilities along the Racecourse Rd frontage:

- It appears that Hospital Redevelopment will extend across Hospital St and appears to sever pedestrian access/linkage along the full length of Hospital St.
- Given that the hospital redevelopment is moving closer to Racecourse Rd a footpath upgrading strategy should be developed and implemented from Holden St to Beane Street West with pedestrian refuge facilities provided where Holden Street and Hospital Streets intersect with Racecourse Rd. Pedestrian footpath links into the future hospital footpath network should be developed.

The proposed pedestrian access to Hospital entrance is improved by making it fully accessible for pedestrian access from the railway station and Showground Rd. People who are unwell, elderly or wheelchair bound can now access hospital entry using covered walkways and lifts to the Holden Street level.

However, the application then proposes an accessible ramp from Holden Street to the main Hospital entry, which while an improvement to existing, does not provide optimum access arrangements for the elderly, people with a disability, and people who are unwell. To address this change in level installation of an additional lift could be considered. It should be noted that all users of the proposed 803 space carpark off Showground RD would also have to use the proposed accessible ramp. As mentioned previously, this could result in visitors being more likely to park closer to the Hospital entry level, if at all possible.

Health Infrastructure must ensure that all pedestrian access within the Hospital sit complies with disabled access standards (Refer Condition 1.8(h)).

3) Section 94 Contributions

CP94A Gosford City Centre applies to the site. Under this plan, a contribution of 4% of the CIV is payable prior to the issue of a Construction Certificate, or commencement of work.

As the value of the development has not been stated, the contribution amount has not been able to be calculated. A conditional consent (1.12) is proposed in this regard.

4) Waste Services

Council's Waste Services has no objections subject to all recommendations and requirements in relation to waste referred to in submitted documentation being implemented during site investigation/preparation, demolition, construction and on-going use of the proposed development.

Concern is however raised in relation to the proposed new loading dock accessed off the closed section of Holden Street.

It is recommended that service vehicle areas ie. loading bay/loading docks be reconfigured to allow forward entry/forward exit for service vehicles from the loading bay/loading docks, to enhance Work Health Safety and pedestrian safety.

5) Drainage

The site is located on top of a hill and drains to various storm water sub-catchments. With previous development within the hospital site, onsite detention has been required to ensure that storm water flows within the various storm water sub-catchments were not increased.

The part of the site associated with the proposed development generally drains towards Racecourse Road (for the new hospital building & refurbishment) and Showground Road (for the Health & Wellbeing Precinct).

The Integrated Water Plan submitted with the application proposes a range of measures to manage on-site detention, rainwater retention and re-use, storm water management and nutrient controls.

The measures proposed are deemed to be satisfactory and, provided they are implemented, will appropriately deal with the provision of OSD, nutrient/pollution controls, & retention of storm water for reuse within the development.

In Holden Street there is an existing drainage line that captures & conveys stormwater from the catchment near Ward Street and discharges this to the existing drainage system and easement through Lot 25 DP774976 (i.e. No 67 Holden Street) to Showground Road. On the basis that Holden Street will be closed and become part of the hospital site, a drainage easement will need to be created within the closed section of Holden Street over this existing drainage pipeline from the intersection of Holden Street and Ward Street to the existing drainage easement within Lot 25 DP774976.

It is proposed to divert the stormwater drainage system in Holden Street in the vicinity of the Holden Street / Beane Street West intersection and within Beane Street West and divert this through an alternate route to within the multideck car park of the Health and Wellbeing building. This will need to be appropriately engineered, however, it is also noted that on the basis that this area of Holden Street will be closed and consolidated into the hospital land, this would no longer be discharging public (Council) stormwater as no public roads would be within the catchment of this new pipeline.

The existing stormwater pipeline over Racecourse Road is proposed to be cleaned and inspected and if required to be reconstructed. This would need to be confirmed through Council's Assets Unit prior to the drafting of engineering plans for the works required under the Roads Act.

Council's Assets Unit have also indicated that the entrance to the hospital at the low point in Showground Rd between Beane St & Faunce St West could potentially be impacted by overland flow flooding - refer to the Gosford CBD Overland Flow Study, Sep 2013. However, reference to the plans associated with this development do not indicate that the proposed access arrangements on Showground Road near the Beane Street Intersection as being affected by flooding and that the problem area is further to the south.

6) Water & Sewer

The increase in bed numbers and redevelopment of the hospital will result in an increase in demand on reticulated water and sewer services.

A Section 307 Certificate under the Water Supply Authorities Act is required. Both water and sewer are available to the land. The development is located within the Gosford City Centre Developer Services Plan (DSP) Area and is subject to GCC DSP water and sewer contributions. The calculation of equivalent Tenements (ETs) will be based on the increased number of beds. Credits will be applied for existing development.

Council's Building Over Sewer Condition is required. The developer shall be responsible for the full cost of design of any relocation of Council's sewer mains affected by the proposed development. The developer may apply to Council for the disuse of any sewer mains not required if applicable.

The developer may be responsible for the full cost of relocation of Council's water mains from within the development site.

The above must be required as conditions of consent. Health Infrastructure is not exempt from contributions under the Water Supply Authorities Act. It should be noted that Health Infrastructure previously obtained a Section 307 Certificate and paid water and sewer contributions for the Cancer Centre on the Hospital site.

7) Consolidation of Lots and Re-subdivision

The proposed development includes the consolidation and re-subdivision of a number of lots associated with the Hospital precinct that will occur in a number of stages. From perusal of the preliminary subdivision plans prepared by ADW Johnson it is noted that they do not include a required easement to drain water over the existing pipeline in Holden Street from Ward Street to the existing drainage system and easement through Lot 25 DP774976 (i.e. No 67 Holden Street) that would convey stormwater from a public road (Ward Street catchment to Showground Road. The subdivision plans will need to be amended to include this easement to drain water.

8) Road Closure and Purchase

A formal application must be submitted to Council and the Department of Lands for the closure and purchase of the required part of Holden Street (Condition 1.1).

ATTACHMENT 2 – REQUESTED CONDITIONS OF CONSENT

The following conditions are requested by Council to be imposed on any consent granted:

1.. PRIOR TO COMMENCEMENT OF ANY WORKS

- 1.1. Formal closure of public roads and purchase from Council of Holden Street between Racecourse Road & Ward Street and Beane Street West between Showground Road and Holden Street, prior to commencement of any works in these road reserves.
- 1.2. All work required to be carried out within a public road reserve must be separately approved by Council, under Section 138 of the Roads Act 1993.

Engineering plans for the required work within a public road must be prepared and designed by a suitably qualified professional, in accordance with Council's "Civil Construction Specification", "GCC Design Specification for Survey, Road and Drainage Works" and "Policy 'D6.46 Erosion Sedimentation Control'".

The required works to be designed are as follows:

- a. Intersection of Racecourse Road and Hospital Road generally in accordance with the concept indicated in Figure 13 – *Racecourse Road / Hospital road Intersection Improvements* of the SSD Civil engineering Report prepared by Taylor Thompson Whitting (NSW) Pty Ltd Reference 141191 dated 25 June 2015 (Appendix 13 of the Environmental Impact Statement). These works shall include full width road pavement, including kerb and guttering, subsoil drainage, footpath formation, drainage on both sides of the road in Racecourse Road. Suitable access to the Gosford Golf Club is to be provided in the design. Pedestrian refuges are to be provided in the traffic island on the eastern side of the intersection in Racecourse Road, and within the entry area of Hospital Road to facilitate pedestrian movements around the intersection. The final design is to be prepared in consultation with Gosford City Council and Roads and Maritime Services.
- b. Footway formation with a minimum width of 2.0m graded at +2% from the top of kerb towards the property boundary, across the frontage of the site in Racecourse Road between Holden Street and Hospital Road.
- c. 1.2m wide reinforced (SL72 steel fabric, 100mm thick) concrete footpath in an approved location across the frontage of the site in Racecourse Road between Holden Street and Hospital Road
- d. The existing stormwater pipeline over Racecourse Road is to be cleaned and a CCTV undertaken. The CCTV video is to be submitted to Council's drainage assets unit to determine if this pipeline is to be reconstructed. If required to be reconstructed details are to be included on the engineering plans.
- e. Full width road works and traffic control treatment in Showground Road generally in accordance with Figure 14 – *Showground Road Health and Wellbeing Precinct Access Improvements* of the SSD Civil engineering Report prepared by Taylor Thompson Whitting (NSW) Pty Ltd Reference 141191 dated 25 June 2015 (Appendix 13 of the Environmental Impact Statement). These works shall include kerb and guttering, subsoil drainage, footpath formation, full road pavement. The final design is to be prepared in consultation with Gosford City Council.
- f. Alterations to the School Zone infrastructure within Showground Road.
- g. Footway formation graded at +2% from the top of kerb to the property boundary, across the frontage of the site in Showground Road associated with the proposed Health and Well Being Precinct works. Appropriate tie-in works shall be provided to the existing footway/footpath network.

- h. 1.2m wide reinforced (SL72 steel fabric, 100mm thick) concrete footpath in an approved location across the frontage of the site in Showground Road associated with the proposed Health and Well Being Precinct works.
- i. Heavy-duty vehicle crossings in Showground Road associated with the access to the Health & Wellbeing Precinct that have that has a widths to accommodate the swept path of the largest vehicles expected to utilise these crossings (to be nominated and indicated on the engineering plans) and constructed with 200mm thick concrete reinforced with 1 layer of SL72 steel fabric top and bottom.
- j. Relocation of the pedestrian crossing and associated signage and line marking in Showground Road to the new location indicated in Figure 14 – *Showground Road Health and Wellbeing Precinct Access Improvements* of the SSD Civil engineering Report prepared by Taylor Thompson Whitting (NSW) Pty Ltd Reference 141191 dated 25 June 2015 (Appendix 13 of the Environmental Impact Statement).
- k. Streetscape improvements on the eastern side of Showground Road to improve connectivity to Gosford Railway Station.
- l. Provision of a pedestrian refuge in Holden Street at the intersection of Holden Street and Racecourse Road.
- m. All redundant dish crossings and/or damaged kerb and gutter are to be removed and replaced with new kerb and gutter.
- n. All redundant vehicular crossings to be removed and the footway formation reinstated with turf and a 1.2m wide reinforced (SL72 steel fabric, 100mm thick) concrete footpath in an approved location.
- o. Replacement of any existing footpath that is affected by the proposed works with 1.2m wide reinforced (SL72 steel fabric, 100mm thick) concrete footpath.
- p. The piping of stormwater from within the site to Council's drainage system located in Racecourse Road and Showground Road.
- q. Roadside furniture and safety devices including fencing, signage, guide posts, chevrons, directional arrows and guard rail in accordance with RMS and Australian Standards.
- r. Alterations to signage and line marking. The signage and line marking plan shall be submitted to the Council Local Traffic Committee for consideration.
- s. Pram ramps at road intersections where these do not exist or where adjustments intersections require alterations to the existing pram ramps.

The engineering plans must be approved by Council prior to the commencement of any works.

- 1.3. A pavement report for works within a public road reserve shall be prepared by a practising Geotechnical Engineer. This report must be submitted with the engineering plans and approved by Council under the Roads Act, 1993.

The pavement depths must be determined in accordance with Council's specifications and the following traffic loadings:

| Name of Street | Traffic Loading (ESAs) |
|-----------------------|-------------------------------|
| Racecourse Road | 5 x 10 ⁶ ESA's |
| Showground Road | 5 x 10 ⁶ ESA's |

- 1.4. A dilapidation report must be submitted to Council prior to the commencement of works and/or approval of engineering plans under the Roads Act. 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.
- 1.5. A security deposit of \$100,000 must be paid into Council's trust fund prior to the commencement of any works. The payment of the security deposit is required to cover the cost of repairing damage to Council's assets that may be caused as a result of the

development. The security deposit will be refunded upon the completion of the project if no damage was caused to Council's assets as a result of the development.

- 1.6. Satisfactory arrangements must be made for the provision of water and sewer services to the land. A copy of the Certificate of Compliance under Section 307 of the Water Management Act 2000, must be obtained from the Water Authority (Council) prior to the commencement of any works. Contributions may be applicable to the Section 307 Certificate.
- 1.7. Development constructed near or over the sewer main and/or adjacent to Council's water main must comply with Council's guidelines for "Building Over or Near Council Sewer and Water Mains". Engineering details prepared and certified by a practising structural engineer must be submitted to the Water Authority (Council) prior to the commencement of any works. The developer shall be responsible for the full cost of design of any relocation of Council's sewer mains affected by the proposed development. The developer may apply to Council for the disuse of any sewer mains not required if applicable. The developer may be responsible for the full cost of relocation of Council's water mains from within the development site. The submission of contractor's documentation and sewer inspection fees may apply. The applicant is to contact Council's Water and Sewer Quality Inspector a minimum one week prior to commencement of any work involving building over / adjacent to sewer mains.
- 1.8. Design of the following engineering works within private property:
 - a. Internal roads, drainage and pathways. These works shall include the truncation of Holden Street with a cul-de-head at each end and the truncation of Hospital Road as indicated on the approved plans. The alterations to the internal road system shall cater for the swept turning paths of the vehicles indicated in the Environmental Impact Statement associated with the proposal.
 - b. Driveways/ramps and car parking areas must be designed according to the requirements of the current Australian Standard AS2890 for the geometric designs, and industry Standards for pavement designs.
 - c. The realignment of the stormwater pipeline through the Health & Wellbeing Precinct building and surrounds shall cater for the 1%AEP storm event + a 50% blockage factor.
 - d. Stormwater detention systems must be designed in accordance with Council's DCP Chapter 6.7 - Water Cycle Management and Council's 'GCC Design Specification for Survey, Road and Drainage Works'. The stormwater detention systems shall 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%AEP storm event. A runoff routing method is to be used. An on-site stormwater detention report including an operation and maintenance plan shall accompany the design. On-site stormwater detention is not permitted within drainage easements, and/or secondary flow paths.
 - e. Nutrient/pollution control measures must be designed in accordance with Council's DCP Chapter 6.7 - Water Cycle Management. A nutrient/pollution control report including an operation and maintenance plan shall accompany the design.
 - f. Interallotment drainage where stormwater from individual allotments cannot be discharged directly into the street drainage system. The interallotment drainage system shall be designed in accordance with Council's 'GCC Design Specification for Survey, Road and Drainage Works' & 'Civil Construction Specification'.
 - g. Piping of all stormwater from impervious areas within the site via the on-site stormwater detention structures to Council's drainage system located within Showground Road or Racecourse Road.
 - h. All internal pedestrian paths shall comply with disabled access standards.

The design of these details and any associated reports shall be included in the approved construction plans and associated details.

- 1.9. The submission to and approval by Council prior to the commencement of any works, of details for the disposal of any spoil gained from the site and /or details of the source of fill, heavy construction materials and proposed routes to and from the site. Details shall be

provided prior to the commencement of works and at latter stages of construction if details change.

- 1.10. The Principal Certifying Authority must ensure that all parties/trades working on the site are fully aware of their responsibilities with respect to tree protection conditions.
- 1.11. Tree Protection is to be as per the Arboricultural Impact Assessment Tree Protection Specification, by Tree IQ 28/5/15
- 1.12. The payment of a contribution of \$..... **(amount to be inserted by Department of Planning & Environment)** in accordance with the Gosford City Council Section 94A Development Control Plan – Gosford City Centre.

The amount to be paid is to be adjusted at the time of actual payment, in accordance with the provisions of the Gosford City Council Section 94A Development Control Plan – Gosford City Council. The basis of the calculation and the total amount is to be indexed quarterly in accordance with the Consumer Price Index (All Groups index) for Sydney issued by the Australian Statistician as outlined in the contribution plan.

The contribution is to be paid prior to the commencement of work.

A copy of the Contributions Plan may be inspected at the office of Gosford City Council, 49 Mann Street or on Council's website.

www.gosford.nsw.gov.au/customer/document_gallery/contribution_plans

2.. DURING WORKS

- 2.1. The works within the road reserve that required approval under the Roads Act shall be constructed in accordance with Council's 'Civil Construction Specification', 'GCC Design Specification for Survey, Road and Drainage Works' and Policy 'D6.46 Erosion Sedimentation Control'.
- 2.2. Trees to be removed are to be those listed for removal within the Arboricultural Impact Assessment Tree Protection Specification, by Tree IQ 28/5/15.

3.. PRIOR TO OCCUPATION AND USE

- 3.1. Works within the road reserve that required approval under the Roads Act are to be completed in accordance with Council's 'Civil Construction Specification', 'GCC Design Specification for Survey, Road and Drainage Works' and Policy 'D6.46 Erosion Sedimentation Control', and documentary evidence for the acceptance of such works obtained from the Roads Authority prior to the occupation of the development.

Note 1: A maintenance bond shall be paid on completion of the works in accordance with Section 1.07 Maintenance of the 'Civil Construction Specification'.

- 3.2. Any damage not shown in the dilapidation report submitted to Council before site works had commenced, will be assumed to have been caused as a result of the site works undertaken and must be rectified at the applicant's expense, prior to the occupation of the development.
- 3.3. Prior to the occupation of the development, the internal engineering works within private property that formed part of the approved construction plans shall be completed in accordance with the approved plans and any associated documentation.

- 3.4. Completion of the engineering works required within the development site in accordance with Council's 'Civil Construction Specification', 'GCC Design Specification for Survey, Road and Drainage Works' and Policy 'D6.46 Erosion Sedimentation Control', prior to the occupation of the development.
- 3.5. Prior to registration the plan of subdivision and an instrument under the Conveyancing Act 1919 must establish the following restrictive covenants; with the Council having the benefit of these covenants and having sole authority to release and modify. Contact Council for wording of the covenant(s). Wherever possible, the extent of land affected by these covenants shall be defined by bearings and distances shown on the plan of subdivision
- To create a 'Restriction as to User' over all lots containing an on-site stormwater detention system and/or a nutrient/pollution facility restricting any alteration to such facility.
 - To create an easement to drain water 3.0m wide over the existing pipeline within the closed road associated with Holden Street from the intersection of Holden Street and Ward Street to the existing drainage easement/pipeline within Lot 25 DP774976.
 - To create rights of access, rights of carriageway and easements for services as indicated on the approved plans.
- 3.6. An instrument under the Conveyancing Act 1919 must establish the following positive covenants; with the Council having the benefit of these covenants and having sole authority to release and modify. The covenant must be prepared by Council's Solicitor at the owner's cost prior to the registration of the plan of subdivision.
- To ensure on any lot containing an on-site stormwater detention system and/or a nutrient/pollution facility that:
 - The facility will remain in place and fully operational.
 - The facility is maintained in accordance with the operational and maintenance plan so that it operates in a safe and efficient manner
 - Council's officers are permitted to enter the land to inspect and repair the facility at the owners cost.
 - Council is indemnified against all claims of compensation caused by the facility.
- 3.7. Creation of appropriate easements for services and access over closed roads and consolidation of lots.

4.. ONGOING OPERATION

- 4.1. Maintenance of the on-site stormwater detention facilities in accordance with the operation & maintenance plan.
- 4.2. Maintenance of the nutrient/pollution control facilities in accordance with the operation & maintenance plan.
- 4.3. Future maintenance of the road reserves associated with the road closures of Holden Street (from Racecourse Road to Ward Street) and Beane Street West (from Showground Road to Holden Street) to be at no cost to Council.

5.. ADVICE

- 5.1. A fee for the approval of engineering plans under the Roads Act 1993 applies. The amount of this fee can be obtained by contacting Council's Customer Services on (02) 4325 8222.
- 5.2. The inspection fee for works associated with approvals under the Roads Act is calculated in accordance with Council's current fees and charges policy.

- 5.3. Developers should make early application for a Section 307 Certificate under the Water Management Act 2000 from the Water Authority (Council). For a copy of the application form 'Application for Certificate under Section 305' contact Customer Service on (02) 4325 8200 or visit Councils web site www.gosford.nsw.gov.au to download a form from the Water & Sewerage forms index.