



Central Coast Council

**Environment and Planning Committee**

**ATTACHMENTS PROVIDED UNDER  
SEPARATE COVER**

**Tuesday 2 September 2025**

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**Central Coast Council**  
**ATTACHMENTS PROVIDED UNDER SEPARATE COVER to the**  
**Environment and Planning Committee**

To be held in Function Room 2,  
2 Hely Street, Wyong  
on Tuesday 2 September 2025  
Commencing at 7:00 PM

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Central Coast Council  
Recycled Water Quality Policy

Date Adopted: XX/XX/20XX  
Revision: 1.0



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## 1. Policy Objectives

- 1.1. The purpose of this Policy is to demonstrate Central Coast Council's (Council's) commitment to responsible and sustainable management and use of recycled water that is consistent with the requirements of the [National Water Quality Management Strategy: Australian Guidelines for Water Recycling](#), and other regulatory requirements.

## 2. Policy Scope

- 2.1. ~~This Policy covers all Council employees and contractors involved with the management and supply of recycled water to customers, including harvesting, treatment, reticulation, end use requirements, and ancillary support associated with the safe and sustainable use of recycled water. This Policy covers all elected members of Council, all personnel employed by Council, any person or organisation contracted to or acting on behalf of Council, any person or organisation employed to work on Council premises or facilities, and all activities of the Council.~~  
~~All managers, employees and contractors involved in the supply of recycled water are responsible for understanding, implementing, maintaining, and continuously improving the recycled water management system. Membership and participation in professional associations dealing with management and use of recycled water is encouraged.~~
- 2.2. ~~All partners, contractors and partnership agencies, end users, and the community should be made aware of the Policy.~~

## 3. Policy Background

- 3.1. This Policy ~~is has been based developed on in alignment with best practice standards, drawing upon a nationally recognised~~ template developed for the water industry under the ~~Australian Guidelines for Water Recycling~~ [Australian Guidelines for Water Recycling](#).
- 3.2. The Australian Guidelines for Water Recycling are designed to provide an authoritative reference that can be used to support beneficial and sustainable recycling of waters generated from sewage, grey ~~water~~water, and stormwater.

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## 4. General

Council supports and promotes the responsible, ~~safe, and and~~ sustainable management and use of recycled water, and the application of a best practice multi-barrier management approach that consistently meets the Australian Guidelines for Water Recycling, as well as recycled water user and regulatory requirements.

- 4.1. To achieve this, in collaboration and consultation with stakeholders and relevant agencies, Council will:

- 4.1.1.ensure that protection of public and environmental health is paramount.
- 4.1.2.apply the principles of sustainability at all points along the delivery chain from source to recycled water use
- 4.1.3.use a multi-barrier risk-based approach in which potential risks, hazards, and threats to water quality are identified, assessed, and controlled
- 4.1.4.integrate the needs and expectations of users-stakeholders in the production, supply and use of recycled water, including but not limited to recycled water end-users, the community-stakeholders, regulators, and employees, into planning and decision-making processes.
- 4.1.5.manage recycled water quality at all points along the delivery chain from source to recycled water end-users and the community.
- a-4.1.6.prepare, implement, and periodically review Recycled Water End-User Agreements, End-User Management Plans and Recycled Water Quality Management Plans to guide our activities and end-users on the safe use and handling of recycled water to minimise risks.
- 4.1.5.4.1.7. maintain communication, engagement and partnerships with the community and all other relevant stakeholders
- 4.1.6.4.1.8. provide training to operators, employees contractors, end-users, and all other relevant staff associated with the planning, operation, maintenance, and governance of the recycled water system from treatment to end-user supply,
- 4.1.7.4.1.9. perform regular monitoring of control measures and recycled water quality, and establish effective reporting mechanisms to provide relevant and timely information, and promote confidence in the recycled water supply and its management,
- 4.1.8.4.1.10. develop and maintain appropriate contingency planning and incident response capability, including investigation and reporting of incidents and review of response plans, procedures, and protocols, to ensure continuous improvement of the recycled water management system,
- 4.1.9.4.1.11. participate in and support relevant research and development activities, and join professional associations and industry peak organisations to ensure continued understanding of recycled water quality issues and improvement of performance,
- 4.1.10.4.1.12. undertake regular audits to ensure the robustness and operational preparedness of the processes associated with Policy and guidelines to manage critical events,
- 4.1.11.4.1.13. contribute to the development and setting of industry regulations, guidelines and other standards relevant to recycled water, membership and

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participation in professional associations dealing with management and use of recycled water is encouraged.

4.1.12-4.1.14. continually improve our practices by regularly assessing performance against regulatory requirements, corporate commitments, and stakeholder expectations..

## 5. Responsibilities

### Compliance, monitoring and review

5.1. Compliance with the Policy is the responsibility of elected members of Council, all personnel employed by Council, any person or organisation contracted to or acting on behalf of Council, and any person or organisation employed to work on Council premises or facilities.

5.2. Suspected breaches or misuse of this Policy are to be reported to the Chief Executive Officer. Alleged breaches of this Policy shall be dealt with by the processes outlined for breaches of the Code of Conduct, as detailed in the Code of Conduct and in the Procedures for the Administration of the Code of Conduct.

5.1.

5.2.5.3. This Policy will be reviewed, at a minimum, every four years or within six months of material change in legislation or regulation associated with protection, distribution and supply of recycled water within 6 months of each local government election.

### Records Management

5.3.5.4. Staff must maintain all records relevant to administering this protocol in accordance with Council's Information and Records Management Policy.

Commented [WL2]: The policy scope should perhaps refer to what the policy is all about with the responsibility comments moved to Section 5. ie A simple statement such as Covering all persons involved in the management, Harvesting, supply of recycled water and planning of delivery of recycled waters and ancillary services???? (not the expert in what your trying to deliver so just a brief example. In addition 2.3 is not really the scope that's more responsibilities again.

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## 7. Policy Definitions

<b>Act</b>	means the <u>Local Government Act 1993</u> (NSW)
<b>Australian Guidelines for Water Recycling</b>	<u>Guidelines that are designed to provide an authoritative reference that can be used to support beneficial and sustainable recycling of waters generated from sewage, grey water and stormwater.</u>
<b>Council</b>	means Central Coast Council, <u>being the organisation responsible for the administration of Council affairs and operations and the implementation of Council policy and strategies.</u>
<b>Council Official</b>	means Councillors and their delegates, Council staff, volunteers and contracts
<b>National Water Quality Management Strategy</b>	<u>Strategy to protect the Australia's water resources by maintaining and improving water quality, while supporting dependent aquatic</u>

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	<u>and terrestrial ecosystems, agricultural and urban communities, and industry.</u>
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## 8. Policy Administration

<b>Business Group</b>	Water and Sewer
<b>Responsible Officer</b>	Unit Manager Headworks and Treatment
<b>Associated Procedure (if any, reference document(s) number(s))</b>	N/A
<b>Policy Review Date</b>	TBA
<b>File Number / Document Number</b>	<< Enter text... >>
<b>Relevant Legislation (reference specific sections)</b>	<p><i>National Water Quality Management Strategy: Australian Guidelines for Water Recycling</i></p> <p><i>Public Health Act 2010</i></p> <p><i>Local Government Act 1993</i></p>
<b>Link to Community Strategic Plan</b>	<p>Our Environment</p> <p>Goal EN3: Climate change is mitigated, and communities are prepared and supported through natural disasters.</p>
<b>Related Policies / Protocols / Procedures / Documents (reference document numbers)</b>	<ul style="list-style-type: none"> <li>▪ <a href="#">Information and Records Management Policy (D14025241)</a></li> <li>▪ <a href="#">Council's Code of Conduct</a></li> <li>▪ <a href="#">Delegations Register</a></li> <li>▪ <a href="#">Australian Guidelines for Water Recycling: Managing Health and Environmental Risks</a></li> <li>▪ <a href="#">Australian Guidelines for Water Recycling: Stormwater Harvesting and Reuse</a></li> <li>▪ <a href="#">NSW Recycled Water Roadmap</a></li> </ul>

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## 9. Policy Authorisations

No.	Authorised Function	Authorised Business Unit / Role(s)
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## 10. Policy History

Revision	Date Approved / Authority	Description Of Changes
1.0	<<Enter text...>> TBA	The policy has been reviewed to ensure alignment with Council's current recycled water initiatives. Modifications have been made to enhance clarity and maintain relevance to the organisation's operational context, while ensuring consistency with best-practice standards. <<Enter text...>>
2	<<Enter text...>>	<<Enter text...>>

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## 11. Appendices

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23 June 2025

Kirsty Vogel  
Major Projects  
Department of Planning, Housing and Infrastructure

Dear Madam,

**Proposal:** Construction, operation, and decommissioning of a Battery Energy Storage System with a capacity of approximately 1000 MW / 4000 MWh, and ancillary infrastructure.  
**Property:** 847 and 893 Hue Hue Road, Kiar, NSW, 2259  
**Application:** SSD-86051481

I refer to your email of 17 June 2025 for Council to provide comments on the exhibited development to obtain SEARS.

Council provides the following in relation to the provided scoping report for the intended development on the subject development site:

### Planning

- Subject site is legally described as Lot 3 DP719762 and Lot 2 DP 719762 at No. 847 and 893 Hue Hue Road, Kiar NSW 2259. The overall site area is 80 hectare (ha) and is currently occupied by farmhouses and ancillary structures.
- The site is located within a Bushfire prone land area.
- The site is impacted with Flood Prone Land mapping indication 1% AEP.
- The site is partially impacted with Flood Precincts 4: High Hazard, Flood Precincts 3: Flood Storage, Flood Precincts 2: Flood Planning, Flood Precincts 1: Probable Maximum Flood.
- The site has identified watercourses and 40m buffer zone traversing the site.
- The site is zoned RU6 Transition pursuant to *Central Coast Local Environmental Plan 2022*.
- The site is located within the Mine Subsidence Guideline 6 area.
- The proposed development for the intent of electricity generating works with a value greater than \$30 million is identified under Part 2.2 Section 2.6 (1) of *State Environmental Planning Policy (Planning Systems) 2021* to be State significant development per Schedule 1 of this policy. The proposed development will be processed as State significant development and will be assessed and determined by the Department of Planning, Housing and Infrastructure.



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- The proposed development is to comply with the relevant provisions of the SEPP (Resilience and Hazards) 2021 and SEPP (Biodiversity) 2021 that are relevant to this proposal.
- The proposed development must demonstrate compliance with the provisions of the *Central Coast Local Environmental Plan 2022* *Central Coast Development Control Plan 2022*. Any proposed variations are to be suitably justified.
- The applicant is to demonstrate in the Crime and Safety report how the proposal has been designed with consideration of the Crime Prevention through Environmental Design (CPTED) strategies relating to surveillance, access control, territorial reinforcement, and space management.

### Engineering

#### Flooding

- The site is impacted by flooding from a tributary of Wallarah Creek.
- Clauses 5.21 and 5.22 of the CCLEP 2022 and Chapter 3.1 of the CCDCP 2022 will need to be addressed within the EIS as part of the application.

#### Stormwater Drainage

- A watercycle management plan will be required. It shall be undertaken by a suitably qualified and experienced civil/hydraulic engineering consultant for the management of runoff from hardstand areas in accordance with Council's DCP Chapter 3.1, Civil Works Design Specification, AS/NZS 3500.3 Plumbing and drainage Part 3: Stormwater drainage (current version) and Australian Rainfall & Runoff 2019.
- Any assumptions used in the watercycle management plan must be clearly stated, including impervious fractions used for existing and post developed land use modelling. The post developed scenario is not considered to be 100% pervious.
- All stormwater drainage would need to be designed and constructed in accordance with Council's *Civil Works Specification (CWS) Design Guideline and standard drawings*. This includes any stormwater that discharges to the surface and requires an energy dissipater or similar.
- The overflow from any retention, detention and or rainwater tank/s will need to be identified on the stormwater management plan, ensuring the overland flow paths will remain unobstructed to the point of discharge.





#### Earthworks and Acid Sulphate soils

- Areas of cut and fill is to be identified and shown on the plans.
- The site is not located within an area mapped to have Acid Sulfate Soils.

#### Roads, Access, Traffic & Parking

- A Traffic Impact Assessment prepared by a suitably qualified traffic engineer is to be submitted with the DA to address as a minimum the following:
  - The impact of the proposed development on the surrounding road network.
  - Compliance with the proposed accesses in relation to the requirements of AS2890.1:2004, in particular for sight distances to vehicles and pedestrians entering and exiting the site. This analysis needs to include consideration of the retention of the existing vehicle access crossing and driveway for parking in the front of the site.
  - Justification for the number of car parking spaces.
- Access and carparking will need to adhere to CCDCP 2022 Chapter 2.13 Access and Parking and AS2890.1 2004.
- All vehicles will need to be able to enter and exit the development in a forward direction.
- Swept path overlays (including unobstructed clearances around the vehicle) will be required for all vehicles entering and exiting the site. In particular, these swept paths shall demonstrate compliance for the largest design vehicle to enter and exit the development in a forward direction, anticipated to be a medium rigid vehicle (MRV).
- Carparking, driveways, and waste collection storage area dimensions to be identified in plans.
- Longitudinal driveway profile (including levels, grades and transitions) is to be included on the drawings.
- If a new VAC is proposed, the design will need to comply with Council's Civil Works Specification 2020 (CWS) Design Guideline and Standard Drawings, CCDCP 2022 Chapter 2.13 Transport & Parking, and AS2890.1:2004 – Off-street car parking.

#### Utilities

- Water and sewer is not available to the site.



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#### Construction Issues, Dilapidation, etc

The proposal will require the preparation and documentation of *Dilapidation Reports* on Council assets and neighbouring properties, and a suitable *Construction Traffic Management Plan* to ensure the safety of all road users, prior to the issue of any Roads Act approval and/or commencement of any development works.

#### **ECOLOGY**

- The preparation of a Biodiversity Development Assessment Report (BDAR) that has been prepared by an accredited person in accordance with the Biodiversity Assessment Method (BAM).
- As required by the BAM, avoidance as required under the *Biodiversity Conservation Act* should be discussed in terms of site selection, as well as avoidance and minimisation of impacts at the location. For example, discuss other sites with lower biodiversity values considered for this development. At the site scale, it must be demonstrated how ecological values have informed the footprint.
- There are multiple watercourses on site that lead to Wallarah Creek. The application is to address the NSW DPE Water "*Guidelines for riparian corridors on waterfront land*". This includes retention of waterways and provision of suitable Vegetated Riparian Zones, calculated in accordance with the Guidelines. The proposed development involves works within 40 metres of a watercourse and will require a controlled activity approval under the *Water Management Act 2000*.
- An area of the site is included on the NSW Biodiversity Values Map. Much of the site is mapped as "Core Habitat" for threatened biodiversity by Council. There is limited publicly available ecological survey results for the site. However based on known values present on adjoining lands, it is expected once the site is adequately surveyed and assessed it will be found to have high biodiversity values including threatened flora and fauna and their habitats. There is likely to be one or more Endangered Ecological Communities on site and within the receiving environment downstream.
- Council is aware of recent Giant Dragonfly records in riparian habitats in the Bushells Ridge area that may not yet have been published on the NSW Bionet Wildlife Atlas. This is a species that requires SAI assessment.
- Note that surrounding properties have high biodiversity values and are part of an ecological offset for the Wallarah 2 Coal Mine approval. The impacts of the proposed development in relation to potential connectivity, fragmentation and offsite impacts will need to be assessed.



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- A minimum of 12 months of ecological surveys are likely to be required. The Central Coast LGA has a number of cryptic threatened species that can only be detected at certain times of year. For example, *Grevillea parviflora subsp parviflora* known to occur nearby needs to be surveyed between August and December and coincide with peak flowering. The Central Coast also has a number of orchid species that are known occur in disturbed and managed areas. [Councils Flora and Fauna Survey Guidelines 2019](#) and Species Management Plans provide advice on some local species. Adopted Species Management Plans (SMPs) can be found on Council's website [here](#).
- The study area must include all areas likely to be directly and indirectly impacted by the development, including areas off site. These may include road upgrades, asset protection zones, stormwater infrastructure and water quality basins and water, energy and sewer services to connection point. Indirect impacts may include altered flow regimes, noise, light and weeds.

## TREES

In order to address the proposed tree removal on the site and impacts to trees on neighbouring properties from works, an Arboricultural Impact Assessment will be required. The assessment must be prepared by a qualified arborist (minimum AQF Level 5) and include assessment of all trees (> 3 m in height) on, or where relevant, adjoining the subject site. The report must address the impact of the proposal on trees and provide a Tree Protection Plan that specifies measures required to protect trees to be retained. Any cavities (tree hollows) identified by the Arborist are to be documented in the report. Retention of existing native trees with medium to long SULE ratings is to be maximised, this is to include consideration of moving the development footprint to allow improved tree retention. All retained trees must include tree protection measures consistent with the Australian Standard AS4970-2009 Protection of Trees on Development Sites.

## WASTE MANAGEMENT

All DA applicants are expected to lodge the completed RWMP form as part of their DA submission, regardless of whether a suitably qualified waste consultant has produced an external Waste Management Plan. The intent of the standardised RWMP form is to streamline information for Council and encourage applicants and consultants to think deeper about how each material flow is managed.

Council requires that applicant use the correct forms within the Guidelines to ensure continuity and consistency in applying the intentions of the guidelines across a diverse range of development applications and associated activities. The forms provided support to applicants and ensure that all applications address Councils requirements in a uniform manner.

Central Coast Council RWMP form can be found here - [CCC Waste DCP - RWMP form 2023.pdf \(nsw.gov.au\)](#)



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#### Site Prep / Demolition (SP-RWMP):

- Site Prep RWMP to address the key information and touchpoints for the site prep stage of the development.
- It's unclear if the exiting dwellings are to be retained or removed, if removed this needs to be captured in the Site Prep stage.

#### Construction (C-RWMP):

- Key information and Touchpoints to be addressed for the Construction stage of the development.

#### Occupancy (O-RWMP):

- Key information and touchpoints to be addressed for the ongoing stage of the development.
- If the facility is to be manned, then any waste generated by the people working onsite needs to be captured in the O – RWMP.

### **WATER & SEWER**

- The proposed development site is outside of Council water and sewer servicing area.
- The proponent will need to consider an alternative water supply and any on site sewerage management system if it is required.

### **CONTRIBUTIONS**

#### Section 7.11 and 7.12 Contribution Plans

- A detailed contributions quote can be obtained from Council's Section 7.11 Contributions Officer. Please note that fees are required to be paid prior to issue of the construction certificate and that contributions will be adjusted to the amount applicable at the time of payment.
- Refer to the link for access to full copies of the [Section 7.11 and 7.12 Plans](#).

#### Housing and Productivity Contribution (HPC)

- The HPC applies to the whole of the Central Coast Local Government area and to the following types of development:



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Region	HPC class of development	Amount	HPC unit
Greater Sydney	Residential subdivision	\$12,000	new dwelling lot
	Medium or high-density residential development	\$10,000	new dwelling
	Commercial development	\$30	square metre of new GFA
	Industrial development	\$15	square metre of new GFA
Central Coast Illawarra-Shoalhaven Lower Hunter	Residential subdivision	\$8,000	new dwelling lot
	Medium or high-density residential development	\$6,000	new dwelling
	Manufactured home estate	\$6,000	new dwelling site
	Commercial development	\$30	square metre of new GFA
	Industrial development	\$15	square metre of new GFA

- The HPC came into effect on 1 October 2023 and will apply to development applications and complying development certificates across 43 council areas in the Greater Sydney, Illawarra-Shoalhaven, Lower Hunter and Central Coast regions. The [Ministerial Order](#) sets out how the contribution will operate.
- The HPC will be required to be paid prior to issue of a construction certificate/CDC/Subdivision Certificate, depending on the type of work consented to.

## ENVIRONMENTAL HEALTH

### Noise Impact Assessment

The proposal is likely to generate noise during construction and operation. Council expects that the noise impact of construction and operation will be appropriately assessed, modelled and mitigated in accordance with NSW EPA (2017) Noise Policy For Industry as part of the Environmental Impact Statement (EIS). Furthermore, Council requests that the EIS for noise will consider that an appropriate mitigation measure for construction and operation is a complaint handling process in order to receive and investigate noise complaints. This will allow /council to minimise the time and resources required to investigate and resolve noise complaints which may arise as a result of the development's noise impact .Documents to be provided with the application:

- Architectural plans, including site plan, floor plans, elevations, sections and long sections.
- Survey Plan.
- Environmental Impact Statement.



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- Quantity Surveyors Report.
- Traffic and Parking Impact Assessment.
- Construction Traffic Management Plan.
- Water Cycle Management Plan.
- Arborist Report.
- Biodiversity Development Assessment Report (BDAR).
- Preliminary Civil Engineering Plans.
- Soil and Water Management Plan.
- A Bushfire Assessment Report in accordance with *Planning for Bushfire Protection 2019*.
- Landscape Plan.
- Acoustic Report.
- Crime Prevention through Environmental Design (CEPTED) Report.
- Operational Management Plan (including hours of operation, lighting, noise control, waste management, servicing, carparking and any other relevant information).
- All RWMP need to be submitted using this form: [CCC Waste RWMP Form](#)
- Swept Turning Path Overlays for all intended vehicles using the site.
- Due Diligence Aboriginal Impact Assessment ([AHIMS Search](#)).

Should you have any questions please contact Council's Principal Planner Ross Edwards on 0437 628 027 or via email [ross.edwards@centralcoast.nsw.gov.au](mailto:ross.edwards@centralcoast.nsw.gov.au)

Regards

A handwritten signature in black ink, appearing to read "Antonia Stuart".

Antonia Stuart  
**Section Manager**  
**DEVELOPMENT ADVISORY SERVICES**



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9 July 2025

Tony Liu  
Planning Officer  
E: [tony.liu@dpie.nsw.gov.au](mailto:tony.liu@dpie.nsw.gov.au)

Dear Sir,

**Proposal:** Amended Development Application for a Residential Flat Building  
**Property:** 53-55 Donnison Street West, Gosford  
**Application:** DA 22/1307

I refer to your email sent on 13 June 2025 where you requested Council review State Development Application DA 22/1307 within the exhibition period being 17 June 2025 – 7 July 2025. An extension to provide a response was granted by the Andrew Watson, Project Officer of the Department of Planning, Housing and Infrastructure until 15 July 2025. The following comments are provided in response to the proposed development and current exhibition period:

- The addition of 11 storage spaces over Basement Level 1 and Basement Level 2 is considered an improvement on the living amenity for residents.
- The Traffic and Parking Assessment Report has been reviewed. Although the proposed development is consistent with the required parking provisions per the Apartment Design Guide, it is not considered beneficial to the proposal or overall area to reduce car parking in any capacity.

As raised in objections provided by the community against this development proposal, many residents own more than one car and there is no capacity to provide street parking for additional vehicles along Donnison Street West.

- The Design Verification Statement and updated plans been reviewed. Solar access, view sharing and privacy concern issues have been raised by objectors against the development proposal. However, given the 3.2m height increase and setback proposed of the rooftop terrace from neighbouring buildings, it is not considered there will be any notable increased impact on solar access, view sharing or privacy.

Should you wish to discuss any of the above, please contact **Kirra Hartley, Senior Development Planner**, on 02 4306 7900 or email [kirra.hartley@centralcoast.nsw.gov.au](mailto:kirra.hartley@centralcoast.nsw.gov.au)

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Antonia Stuart  
**Section Manager**  
**DEVELOPMENT ASSESSMENT UNIT**



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4 July 2025

Ryan Lennox  
Regional Assessments  
Department of Planning, Housing and Infrastructure  
Level 2, 32 Mann Street  
Gosford NSW 2250

Cc: [ryan.lennox@dpie.nsw.gov.au](mailto:ryan.lennox@dpie.nsw.gov.au)

Dear Sir,

**MP10\_0195-Mod-2 – Council Advice**

I refer to your email of 1 July 2025 where a time extension was granted until 4 July 2025 for Council to provide advice relating to the response to submissions (RTS) for MP10\_0195-Mod-2 Reduce floor space and change parking and land uses (Warnervale Town Centre) at 262 Hakone Road, Woongarra.

**PLANNING**

Pedestrian Walkability

- The amended plans still do not appear to respond to previous comments provided by Council to develop a meaningful connection and integration to Hilltop Park to the east. Greater pedestrian and visual connection, fostering passive surveillance and development at a pedestrian scale is needed to the eastern extremities of the land. The location of services at the eastern boundary prevents any opportunity for pedestrian reading of the centre from adjoining lands and public domain spaces associated with Hilltop Park and the local roads surrounding the park.
- This site is a key site for the establishment of the local centre and the current design presents 'service functions' (i.e. the loading zone and fire road) to the two site boundaries that are primary connection points to the remaining areas of the local centre. The subject proposal should provide key pedestrian links and movement networks to the adjoining public open space areas.

**ENGINEERING**

- Previous comments and recommendations made by Council, including at the Pre Development Meetings (PDA/59/2024 and PDA/231/2024) have not been addressed.



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## ECOLOGY

- The RTS report has confirmed that the proposed modification would not extend beyond the footprint of the 2013 Consent or the Biodiversity Certified Land.
- In relation to the previous comment from Council regarding the accuracy of using GPS to determine tree locations in the previous Arboricultural Impact Assessment (AIA), it is noted that the revised AIA uses tree locations determined by registered surveyor to improve accuracy.
- In relation the Councils recommendation that a Wildlife Management Plan (WMP) for the clearing be provided, the RTS report includes mitigation measures that would be applied as conditions. These measures only cover part of what would be included in a WMP, which would specify salvage of hollows or creation of hollows in living trees in preference to prefabricated nest boxes.

## URBAN DESIGN

- The majority of previous recommendations made by Council, including at the Pre Development Meetings (PDA/59/2024 and PDA/231/2024) have not been incorporated into the amended proposal.
- Amendments to the revised proposal appear to be limited to small changes to the arrangement of the retail space to create an 'eat street', with minor changes to car parking, deletion of 'Fire Brigade Road', nomination of retail shops e.g. Pet Stock, Reject Shop and identification of the adjoining land proposed to be battered.

## WASTE MANAGEMENT

- Detailed plans around the Woolworths loading dock and the proposed bins / compactor locations are required to ensure safe access for staff and collection vehicles.

## WATER & SEWER

- This modification includes subdivision of the land.
- W&S is currently designing and constructing a sewer pumping station at the north-west corner under state government funding. However, Council will be requesting the applicant deliver permanent power supply to the site as part of the subdivision in order to allow Council to have a permanent power supply. This is stated in their Modification report.
- The development is also proposed to construct Gibraltar Rd and Woongarra (Nikko) Road. A water main extension will be required along the proposed new road to service the proposed development/subdivision. A detailed design shall be submitted as part of the





Water Management Act application.

- A S305 application under the Water Management Act shall be submitted and obtain a S307 Certificate prior to issue of the Subdivision Certificate.

### ENVIRONMENTAL HEALTH

#### Air Quality (Dust, Odour, and Particulates)

- The site is likely to generate dust and particulates during excavation and construction for which standard conditions can be recommended.
- Previous comments requested information from the applicant about how dust and odours during the demolition, earthworks and construction phase of the development will be controlled and managed to ensure compliance with the *Protection of the Environment Operations Act 1997*.
- In addition, potential operational air quality issues also required to be provided including details of the proposed location of all exhaust and extraction outlets, such as carpark exhausts and commercial kitchen extraction systems.
- Further information is requested from the applicant on both the above potential sources of dust and air pollution at construction and operational stages.

#### Acid Sulfate Soils (ASS)

- The site is mapped as Class 5, no known occurrence, ASS. The preliminary site investigation concluded that an Acid Sulfate Soils Management Plan is not required.
- From reviewing the Council's Geocortex mapping system and the NSW EPA Espade website, this conclusion is concurred with as the nearest class 1-4 ASS zone is approximately 1000m away.
- The proposed works will include significant excavation, particularly at the northeast of the site and an unexpected finds protocol is recommended to cover the possibility of ASS being found during any excavation works being carried out.

#### Acoustic (Noise and Vibration)

- The acoustic report predicts compliance with the acoustic criteria of 55db L<sub>max</sub> for delivery vehicles to operate between the hours of 5am to 11pm for 7 days per week. The methodology for reaching this conclusion that the sleep disturbance criteria will be met is confusing.





The prediction for receiver R1, which is directly to the south of the proposed development is 56db LAmax, which shows an exceedance.

- Council has concerns about noise from delivery vehicles entering and leaving the loading bay on the east of the site, particularly when using reverse beepers and airbrakes.
- There is no information provided or detailed calculations on the predicted sound attenuation due to distance and any physical barriers.
- An explanation should be requested from the applicant on how these conclusions are reached including detailed calculations showing how sound from the delivery vehicles will be reduced from distance and barriers at all receptors.
- Should the applicant not be able to provide a satisfactory explanation or if necessary additional ameliorative measures to reduce noise from delivery vehicles to acceptable levels that prevent sleep disturbance, it is recommended that the delivery hours are restricted to between 7am and 10pm.
- The proposed development has the potential to cause major disturbance to neighbouring residents and the school from noise and vibration, particularly during the cut and fill excavation operation and piling.
- The acoustic report has provided predictions of sound levels and impact from equipment likely to be used during the project and has recommended a Construction Noise and Vibration Management Plan to be provided.
- Environmental Protection concur with this recommendation and that it should be provided before any approval is granted with consideration being given by the consent authority to require respite periods for the use of equipment that is highly intrusive for noise and vibration.
- The standard hours for construction within the Central Coast Council are 7.00am and 5.00pm.

#### Asbestos/ Hazardous Building Materials

- The site is unoccupied and there is no previous history of buildings being present. From the previous reports referred to within the Preliminary Site Investigation; Environmental Consulting Services dated 10 October 2024, asbestos fragments that were previously identified on the site in tipped materials have been removed as verified within the Coffey Services Australia Pty Ltd inspected the area on the 10 September 2018.





#### Bulk Earthworks (cut and fill)

- The site has a pronounced slope with the highest point on the northeast corner, which is approximately 18.5m above the southwest corner. The proposal is to remove up to 13m from the highest point (104590 cubic meters total), to fill the lowest areas and level up the site by up to 5.5m (58,370 cubic meters fill) with the remaining 46220 cubic meters being removed and exported from the site.
- The process has the potential to cause severe pollution of neighbouring areas if proper measures are not put in place to capture and maintain sediments and pollutants from leaving the site, particularly during heavy rainfall and please see comments within the soils and construction section.
- It is recommended conditions are imposed to require classification of the removed material for future use.

#### Contamination/ SEPP (Resilience and Hazards) 2021

- The Preliminary Site Investigation by Environmental Consulting Services dated 10 October 2024 concludes that the site is suitable for the proposed commercial use and that there has been no history of contaminating activities. The report includes a review of previous site investigations of this and adjacent sites to the north and east including a former landfill site to the east and a former nursery to the north.
- Reports reviewed in this PSI include the Contamination Assessment Proposed Woolworths Development Warnervale Town Centre (Coffey Environments Australia Pty Ltd. Report No: ENAUWARA04231AAL01. Dated 28 November 2011) in connection with the current approval MP10\_195 in 2013 and previous investigations including the following:
  - Report on Stage 1 Environmental Site Assessment Proposed Warnervale Town Centre (Douglas Partners Pty Ltd. Project No: 41118A dated March 2006)
  - Site Audit Report – Proposed Warnervale Town Centre, Sparkes and Hakone Road, Warnervale (Environ Australia Pty Ltd. Reference 32-0012. Dated 28 March 2006)
  - Stage 2 Environmental Site Assessment, Wyong Shire Council, Warnervale Town Centre (Coffey Geotechnics Pty Ltd. Report No: GEOTKARI2021AA-AL. Dated 31 March 2008)
  - Visual Clearance Inspection. Certificate Asbestos Containing Debris Fragments, Warnervale Town Centre Project, 111 Sparks Road, Warnervale NSW (Coffey Services Australia Pty Ltd. Project Ref: 754-NEWC00390AA. Dated: 13 September 2018)





- Surface Water and Soil Assessment of Dam 2, Proposed Warnervale Town Centre Project, 111 Sparks Road, Warnervale NSW (Coffey Services Australia Pty Ltd. Project Ref: 754-NEWC00390AA-R02. Dated: 5 November 2018).
- The PSI states that the Coffey Services Australia Pty Ltd carried out a visual inspection of the site on 10 September 2018 and found the site to be clear from visible asbestos and concludes that the site is suitable for the proposed commercial use and has recommended the following:
  - The preparation of an unexpected finds protocol for implementation during the development works;
  - The preparation of a waste classifications for any material to be excavated and disposed of off-site. The waste classifications must be prepared in accordance with EPA guidelines. It is noted that waste soil may contain asbestos; and
  - All waste must be managed and disposed of in accordance with current guidelines and regulations.
- The Stage 2 Environmental Site Assessment by Coffey Geotechnics Pty Ltd dated 31 March 2008 identified methane within a monitoring well on the adjacent former landfill site and recommended further monitoring and management measures of landfill gases being generated on the upper southern portion of the site.

No further details of this monitoring are available within this report including the current status of landfill gas from this site and the potential pathways and risks to the proposed site for this application.

In addition, there is no information on the current state of the land with possible further contamination from illegal dumping.

- In view of the size of this project, it is recommended that the Preliminary Site Investigation and conclusions are peer reviewed by an NSW Accredited Site Auditor.

For Environmental Protection to provide further comments, either a Part A Site Audit Statement declaring the site as suitable for the proposed use or a letter of Interim Advice from a Site Auditor or Part B Site Audit Statement advising of what further information is requested from the applicant to fully delineate any site contamination and if necessary to remediate the site to make it suitable for the proposed use.





#### Groundwater and Surface Water Impacts

- The proposed development includes significant cut and fill to level the site and filling in of three dams. The land drains over the natural hill slope towards the lowest (southwest) point. The installation of hard surfaces including pavements is expected to reduce the infiltration to land and increase the volume of water entering the council stormwater infrastructure and to discharge to a tributary of Porters Creek through a detention basin.
- The construction project has the potential to have a significant impact on the environment unless appropriate water and sediment management controls are in place throughout any excavation and construction works, as discussed further below.

#### Outdoor Lighting

- Due to the proximity of the proposal to the adjoining residential dwelling an amenity impact assessment must be undertaken in accordance with AS4282-2019, AS/NZS 1158 and AS/NZS 2890.1.

#### Soils and Construction

- The proposed works will include significant excavation to level the site, which will involve cut/ removal up to 13m from the highest point (104590 cubic meters total), to fill the lowest areas and level up the site by up to 5.5m (58,370 cubic meters fill) with the remaining 46220 cubic meters being removed and exported from the site. Councils considers this has the potential to cause severe pollution of neighbouring areas if proper measures are not put in place to capture and maintain sediments and pollutants from leaving the site, particularly during heavy rainfall.
- The information provided with this application within the Stormwater Civils, Van De Meer Revision B dated 8 August 2024 includes detailed calculations of the potential soil loss from construction works within the site showing a potential loss of 509 cubic meters per hectare per year, which triggers the requirement for a sediment tank.
- The drawings show a proposed sediment tank on the south elevation of the site of capacity 344 cubic meters, locations of sediment fencing around the site boundary, location of stockpiles and instructions to contractors on maintenance of the control measures.
- The sediment control fences however show support posts at distances of 3 metres, which should be a maximum of 2.5 metres apart. The plan otherwise appears to be satisfactory and no further information is requested.



**Request for Information**

The following information is to be provided before further assessment can occur:

*Land Contamination*

1. The Preliminary Site Investigation, Neo Consulting dated 28 October 2024 revision 1 (Council reference D16704529) requires to be peer reviewed by an NSW Accredited Site Auditor. On completion of the peer review, the following information must be provided to the Council's Environmental Protection Officer for review:

Either:

A Part A Site Audit Statement from an NSW Accredited Site Auditor endorsing the conclusions reached within the Preliminary Site Investigation, Neo Consulting dated 28 October 2024 revision 1, declaring that the land is suitable for the proposed use in its current state. The Statement and Report must be prepared in accordance with the NSW EPAs Guidelines for the *NSW Site Auditor Scheme* (3<sup>rd</sup> Edition 2017).

Or

A section B site Audit Statement or letter of interim advice from a NSW EPA Accredited Site Auditor following the peer review of the Preliminary Site Investigation, Neo Consulting dated 28 October 2024 revision 1, providing details of any additional investigations required to fully delineate contaminants within the site to either support the initial conclusions that the site is suitable for the proposed use or to identify contaminants that will require a remedial action plan to make the site suitable for the proposed use. The section B site Audit Statement or letter of interim advice should be provided to the Environmental Protection Officer for review and must be prepared in accordance with the NSW EPAs Guidelines for the *NSW Site Auditor Scheme* (3<sup>rd</sup> Edition 2017).

2. Further information is requested on the potential risk of landfill gas to this site from the adjacent former landfill site to the east in the form of a report from a suitably qualified land contamination consultant. The information should include where appropriate recommendations for any remedial works to mitigate any potential risk to future occupants.

*Acoustics and Noise*

3. Further information is requested from the applicant in the form of an addendum to the acoustic report to provide detailed calculations and predictions on the potential impact of vehicles using the loading bay, particularly at nighttime with the potential for sleep disturbance. The calculations should include attenuation from distance and any barriers and recommendations for appropriate ameliorative measures.





#### *Construction Noise and Vibration*

4. A site-specific noise management plan shall be submitted to the content authority and the Council for comment and approval prior to issue of any approval for works in connection with this application.

The Plan must be prepared by a suitably qualified person who possesses the qualifications to render them eligible for membership of the Australian Acoustic Society, Institution of Engineers Australia or the Australian Association of Acoustic Consultants. The plan must include but not be limited to the following:

- (a) identification of noise sensitive receivers near to the site.
- (b) A prediction as to the level of noise impact likely to affect the nearest noise sensitive receivers from the use and proposed number of high noise intrusive appliances intended to be operated onsite.

A statement should also be submitted outlining whether or not predicted noise levels will comply with the noise criteria stated within the NSW Government Interim Construction Noise Guideline (ICNG)

Where resultant site noise levels are likely to be in exceedance of this noise criteria then a suitable proposal must be given as to the duration and frequency of respite periods that will be afforded to the occupiers of neighbouring property.

- (c) A representative background noise measurement ( $L_{A90, 15 \text{ minute}}$ ) should be submitted, assessed in the vicinity of any potentially affected receiver locations and measured in accordance with AS 1055:1.2.1997.
- (d) Confirmation of the level of community consultation that has/is and will be undertaken with Building Managers/ occupiers of the main adjoining noise sensitive properties likely to be most affected by site works and the operation of plant/machinery particularly during the demolition and excavation phases.
- (e) Confirmation of noise monitoring methodology that is to be undertaken during the main stages of work at neighbouring noise sensitive properties in order to keep complaints to a minimum and to ensure that noise from site works complies with the noise criteria contained within the NSW Government Interim Construction Noise Guideline (ICNG)
- (f) What course of action will be undertaken following receipt of a complaint concerning offensive noise.
- (g) Details of any noise mitigation measures that have been outlined by an acoustic consultant or otherwise that will be deployed on site to reduce noise impacts on the occupiers of neighbouring noise sensitive property to a minimum.



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- (h) What plant and equipment is to be used on site, the level of sound mitigation measures to be undertaken in each case and the criteria adopted in their selection taking into account the likely noise impacts on the occupiers of neighbouring property and other less intrusive technologies available.

#### *Air Quality and Dust Control*

5. Potential operational air quality issues are requested to be provided including details of the proposed location of all exhaust and extraction outlets, such as carpark exhausts and commercial kitchen extraction systems. Further information is requested from the applicant on both the above potential sources of dust and air pollution at construction and operational stages.

#### *Outdoor Lighting*

6. Due to the proximity of the proposal to the adjoining residential dwelling an amenity impact assessment must be undertaken in accordance with AS4282-2019, AS/NZS 1158 and AS/NZS 2890.1.

#### *Waste Management*

7. The following additional details are required relating to the proposed storage area associated with the north loading dock / waste consolidation area:
- Confirm if the area is enclosed/ screened from the collection staff; and
  - Confirm how tenants will access the waste consolidation area. The path of travel for each commercial tenant to the consolidation area needs to be demonstrated.

It is acknowledged that swept path plans have been provided for the Heavy Rigid Vehicle (HRV) north loading dock, however the HRV access appears to be impeded by services/ structures located in the area. The supplied Waste Management plan indicates that a HRV will be required so access must be demonstrated that a HRV can safely access the area and then perform the proposed reverse manoeuvre.

#### *Urban Design*

8. There is a 11% slope across the site but no site plans with levels have been provided to indicate the interface of this development with adjoining land. It is recommended a site plan with surrounding lands showing existing and proposed levels is requested, which details how the development is to be integrated with its surroundings.



*Ecology*

9. Locations for installation of salvaged hollows and nest boxes should be identified and have owner's consent.
10. There should also be a plan for relocation of large sections of trunks or branches suitable for large forest owls into suitable vegetation in the local area, as there a number of such trees on the site. For the relocation of large hollows, detailed planning and consultation with Council would be required, and a recipient site agreed prior to tree removal. Refer to *Central Coast Councils' Guideline for the Relocation of Large Tree Hollows* (2016) and *Flora and Fauna Guidelines for Development* (2019).

*Development Engineering*

11. Previous comment made by Council, including at the Pre Development Meetings (PDA/59/2024 and PDA/231/2024) have not been addressed. In particular, the incorporation of Water Sensitive Urban (WSUD) Design elements into the carpark and stormwater drainage design have not been considered.
12. There has also been no attempt in this RTS to address separating the circulation from the servicing/loading bay area to the public carparking area.

*Planning*

13. A pedestrian walkability plan should be submitted for consideration that indicates direct pedestrian links to surrounding lands and Hill Top Park. The submitted Landscape Reports identify the area for connection to Hilltop Park as an Asset Protection Zone with fire resistant planting with no dedicated pedestrian access to Hilltop Park from within the proposed development.

**It is recommended the proponent review Councils comments and action accordingly,**

Should you have any questions please contact the undersigned on 0439 136 835 or via email [Antonia.Stuart@centralcoast.nsw.gov.au](mailto:Antonia.Stuart@centralcoast.nsw.gov.au)

Regards

A handwritten signature in black ink, appearing to read "Antonia Stuart".

Antonia Stuart  
**Section Manager**  
**DEVELOPMENT ASSESSMENT UNIT**



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2 July 2025

Meg D'souza  
Regional Assessments  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street, Parramatta,  
NSW 2150  
Locked Bag 5022, Parramatta, NSW, 2124

Dear Madam,

**Proposal:** Demolition, Construction of a five (5) storey residential flat building as affordable housing and ancillary civil works  
**Property:** 80-20 Showground Road, Gosford  
**Application:** 25/2293

I refer to your letter of 6 June 2025 inviting Council to review and provide an online submission regarding the proposed demolition and construction of a five (5) storey residential flat building as affordable housing including ancillary civil works. In response, Council provides the following comments:

### Planning

- The proposed development is to comply with the relevant provisions of the State Environmental Planning Policy (SEPP) (Resilience and Hazards) 2021, SEPP (Transport and Infrastructure) 2021, SEPP (Sustainable Buildings) 2022, SEPP (Precincts-Regional) 2021, SEPP (Housing) 2021 and the Gosford City Centre Development Control Plan 2018 as applicable to this proposal. Any proposed variations are to be suitably justified.
- Due to that the use of all of the units within the proposed development is to be used for affordable housing, it is required to be demonstrated within a Social Impact Assessment how the proposal will not have a negative impact on the area.

### Engineering

#### Road works

Showground Road is fully constructed with full width road pavement and kerb and gutter across the full frontage of the site. In general, road pavement works are not required for this development proposal. However, road pavement restoration works, and replacement kerb and gutter works would be required associated with the proposed longitudinal pipe drainage works in Showground Road.



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#### Existing access arrangements

- There are presently no vehicular access crossings that service the existing 8 unit development on the site.
- There is an existing footpath that traverses the site that is contained within a footway that rises to become elevated at the northern end of the site frontage. There is also an existing set of stairs at the northern end of the site frontage. The existing footpath and stairs at the northern end of the site frontage tie-in with additional stairs to the steep driveway associated with No 84 Showground Road.

#### Proposed access arrangements

- Vehicular access for the development is proposed via a combined entry/exit driveway to facilitate concurrent entry and exit movements. The access driveway is to also be splayed beyond that indicated to accommodate the vehicular swept turning paths of the AS 2890.2:20018 HRV entering and exiting the site and ensure that lane discipline in Showground Road is maintained for service vehicles entering and exiting the site.
- The vehicular access arrangements within the site are associated with a driveway and basement carpark catering for 12 car parking spaces (including 4 accessible spaces) and provision for servicing arrangements. The basement appears to comply with AS2890.
- Pedestrian access is proposed via two separate entry points independent of the vehicular access. These accesses connect to the proposed pedestrian footpath in the road reserve.

The footway in Showground Road is proposed to be formed and lowered from the northern side of the existing vehicular access crossing associated with the exit driveway from the adjoining multi-storey hospital car park to the location of the existing stairs at the northern end of the site frontage. A new footpath following the longitudinal grade of the road (approx. 1:10.8) over this area is proposed to connect to the existing stairs within the footway at the northern end of the site frontage. The application indicates: *Due to the non-compliant and steep nature of the adjoining driveway, the transition of the proposed footpath to the adjoining property is not achievable. As a result, the existing stairs will be maintained to prevent the introduction of a retaining wall that could restrict pedestrian movement.*

However, as advised and documented in pre-DA advice to the applicant:

- The footway is to be formed and lowered from the northern side of the existing vehicular access crossing associated with the exit driveway from the adjoining multi-storey hospital car park to the vehicle crossing associated with driveway for No 84 Showground Road. This would also require the removal of the stairs (both sets on the southern side of the vehicle access crossing to No 84 Showground Road and retaining walls within the footway. The footway crossfall grade can be warped to transition to the driveway grade for No 84



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Showground Road over a distance of 2 metres. Any new retaining walls in the road reserve are to be provided within the front boundary of the site.

- New concrete footpath 1.5m wide from the northern side of the existing vehicular access crossing associated with the exit driveway from the adjoining multi-storey hospital car park to the vehicle crossing associated with driveway for No 84 Showground Road. This would also require the removal of the stairs (both sets on the southern side of the vehicle access crossing to No 84 Showground Road. The footpath crossfall grade can be warped to transition to the driveway grade for No 84 Showground Road over a distance of 2 metres. The alignment of the required footpath is to reflect that as constructed in front of the Hospital carpark.
- Undergrounding of electrical services with street lighting similar to as has occurred in front of the Hospital carpark development in Showground Road. The extent of undergrounding of power would need to continue to the northern side of the vehicle access of No 84 Showground Road with a new power pole at that location.
- Lowering and adjustment of services within the footway to the relevant Service Authorities requirements to accommodate the new footway levels.
- Relocation of regulatory signage where required by the required works. This will also require endorsement by the Local Traffic Committee prior to the approval of any Roads Act application.

It is recommended that the Consent Authority request amended details to reflect these requirements prior to the issue of a development consent.

#### Traffic

From assessment of the 'Traffic Impact Assessment Report' version 2 dated 21 January 2025 (Appendix V) it is noted:

- The development would result in 5 trips in the peak hour, being an increase of 2 vehicle trips per peak hour associated with the existing development on the site. However, it is also noted that there is presently no vehicular access to the existing development).
- *The proposal involves providing 12 on-site parking spaces, including four disabled spaces. Therefore, the proposed parking provision is considered suitable for servicing the residential development and is highly unlikely to increase any on-street parking demand.*
- *The access and car parking arrangements comply with AS2890.1 and AS2890.6:2009. However, AS2890.6:2009 has now been superseded by AS2890.6:2022.*



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- The vehicular swept turning paths indicate passenger vehicles can concurrently enter and exit the site, and that vehicles can enter and exit the site in a forward direction.
- The vehicular swept turning paths indicate waste servicing vehicles can enter and exit the site in a forward direction.
- The development complies with AS2890 in relation to unobstructed sight distances requirements, ramp grades and driveway location.

#### Flooding

It is the Consent Authority's responsibility to ensure that any flooding matters are appropriately addressed and satisfied including Clause 5.41 of the SEPP (Precincts Regional) 2021.

#### Drainage

The site grades from the rear to the Showground Road frontage.

The application includes stormwater plans prepared by MSL Consulting Engineers (Job No 24217, Type SW, 15 sheets Rev B dated 04.03.25 that are associated with Appendix T of the application. These plans indicate the following:

- Overland flow from the rear of the adjoining and northern sites is captured and conveyed to internal stormwater systems and conveyed to Showground Road.
- A longitudinal piped drainage (375mm) down Showground Road and a new kerb inlet pit is proposed to connect stormwater from the development site to the existing kerb inlet pit and associated Council drainage in Showground Road (in front of the Hospital Car park site).
- On-site detention is proposed via a 16.2m<sup>3</sup> underground tank in the basement car park with outflows to Showground Road. This tank will need to be designed to withstand vehicular load imposed on it including those of waste service vehicles.
- The plans indicate that the OSD design was undertaken utilising a runoff routing Method with the 'ILSAX Summary' indicating only the 5%AEP and 1%AEP recurrence intervals were analysed.
- An underground 3000 litre rainwater tank adjoining the underground OSD tank. This tank will need to be designed to withstand vehicular load imposed on it including those of waste service vehicles.
- An underground 5.4m<sup>3</sup> stormfilter chamber adjoining the underground OSD and rainwater tanks, and Oceanguard inserts for water quality measures. A summary of the 'MUSIC' model indicates the reduction targets appear to have been achieved with the treatment train proposed.



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- A maintenance schedule for the proposed stormwater management measures is provided on the plans.

The Consent Authority would need to ensure that the following requirements are achieved for the design of the proposed on-site detention measures:

- The DRAINS model is to incorporate a pre-development impervious percentage of 0% as per Council's requirements.
- The on-site detention is to be designed to limit post development flows back to predevelopment flows (0% impervious) for all recurrence intervals, i.e., the 20%AEP, 10%AEP, 5%AEP, 2%AEP, & 1%AEP recurrence intervals.

#### Geotechnical

The Geotechnical Investigation prepared by STS Geotechnics Pty Ltd, Report No: 21/2979, Project No: 31472/5637D-G dated Nov 2021 (Appendix X) indicates *The report has been prepared assuming site development will be limited to one and two storey residential buildings without basement excavation.* As such, this report does not reflect an investigation related to the proposed development. The Consent Authority is to ensure a revised Geotechnical Investigation be prepared that is relevant to the subject proposal, i.e., a six storey development including basement car parking.

#### Services

Services will need to be relocated and lowered to suit the new footway levels.

#### Landscaping

Proposed landscaping and mass planting within the road reserve at the northern side of the site frontage near the existing stairs is not supported and is to be replaced with turf.

#### Consolidation

The two lots will need to be consolidated into 1 lot.

#### Matters to be further addressed/amended by the applicant through the Consent Authority

- **Vehicular access:** The plans are to be to ensure the access driveway / vehicular access crossing is splayed out to the kerb line to accommodate the vehicular swept turning paths of the AS 2890.2:20018 HRV entering and exiting the site and ensure that lane discipline in Showground Road is maintained for service vehicles entering and exiting the site.



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- **Footway works:** The application proposes that the footway in Showground Road is formed and lowered from the northern side of the existing vehicular access crossing associated with the exit driveway from the adjoining multi-storey hospital car park to the location of the existing stairs at the northern end of the site frontage and that a new footpath following the longitudinal grade of the road (approx. 1:10.8) over this area is proposed to connect to these existing stairs at the northern end of the site frontage. The application indicates: *Due to the non-compliant and steep nature of the adjoining driveway, the transition of the proposed footpath to the adjoining property is not achievable. As a result, the existing stairs will be maintained to prevent the introduction of a retaining wall that could restrict pedestrian movement.* However, as advised and documented in pre-DA meeting with the applicant:
  - The footway is to be formed and lowered from the northern side of the existing vehicular access crossing associated with the exit driveway from the adjoining multi-storey hospital car park to the vehicle crossing associated with driveway for No 84 Showground Road. This would also require the removal of the stairs (both sets on the southern side of the vehicle access crossing to No 84 Showground Road and retaining walls within the footway. The footway crossfall grade can be warped to transition to the driveway grade for No 84 Showground Road over a distance of 2 metres. Any new retaining walls in the road reserve are to be provided within the front boundary of the site.
  - New concrete footpath 1.5m wide from the northern side of the existing vehicular access crossing associated with the exit driveway from the adjoining multi-storey hospital car park to the vehicle crossing associated with driveway for No 84 Showground Road. This would also require the removal of the stairs (both sets on the southern side of the vehicle access crossing to No 84 Showground Road. The footpath crossfall grade can be warped to transition to the driveway grade for No 84 Showground Road over a distance of 2 metres. The alignment of the required footpath is to reflect that as constructed in front of the Hospital carpark.
  - Undergrounding of electrical services with street lighting similar to as has occurred in front of the Hospital carpark development in Showground Road. The extent of undergrounding of power would need to continue to the northern side of the vehicle access of No 84 Showground Road with a new power pole at that location.
  - Lowering and adjustment of services within the footway to the relevant Service Authorities requirements to accommodate the new footway levels.
  - Relocation of regulatory signage where required by the required works. This will also require endorsement by the Local Traffic Committee prior to the approval of any Roads Act application.

It is requested that the Consent Authority request amended details to reflect these requirements prior to the issue of a development consent.





- **AS2890.6:** The application indicates: *The access and car parking arrangements comply with AS2890.1 and AS2890.6:2009.* However, on the basis that AS2890.6:2009 has now been superseded by AS2890.6:2022, the Consent Authority should ensure that the proposal complies with AS2890.6:2022.
- **On-site detention:** The Consent Authority would need to ensure that the following requirements are achieved for the design of the proposed on-site detention measures:
  - The DRAINS model is to incorporate a pre-development impervious percentage of 0% as per Council's requirements.
  - The on-site detention is to be designed to limit post development flows back to predevelopment flows (0% impervious) for all recurrence intervals, i.e., the 20%AEP, 10%AEP, 5%AEP, 2%AEP, & 1%AEP recurrence intervals.
- **Flooding:** It is the Consent Authority's responsibility to ensure that any flooding matters are appropriately addressed and satisfied including Clause 5.41 of the SEPP (Precincts Regional) 2021.
- **Geotechnical:** The Geotechnical Investigation prepared by STS Geotechnics Pty Ltd, Report No: 21/2979, Project No: 31472/5637D-G dated Nov 2021 (Appendix X) indicates *The report has been prepared assuming site development will be limited to one and two storey residential buildings without basement excavation.* As such, this report does not reflect an investigation related to the proposed development. The Consent Authority is to ensure a revised Geotechnical Investigation be prepared that is relevant to the subject proposal, i.e., a six storey development including basement car parking.
- **Landscaping:** Proposed landscaping and mass planting within the road reserve at the northern side of the site frontage near the existing stairs is not supported and is to be replaced with turf.

#### Engineering Conditions

When the above outstanding engineering matters have been resolved, the following engineering conditions are requested for inclusion in any development consent granted.

#### **PRIOR TO ISSUE OF ANY CONSTRUCTION CERTIFICATE**

- 1.1. Obtain a Roads Act Works Approval by submitting an application to Council for a section 138 Roads Act Works Approval for all works required within the road reserve. The application is to be lodged using an *Application for Subdivision Works Certificate or Construction Certificate, Roads Act Works Approval and other Development related Civil Works* form.



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The application is to be accompanied by detailed design drawings, reports and other documentation prepared by a suitably experienced qualified professional in accordance with Council's *Civil Works Specifications*.

Fees, in accordance with Council's Fees and Charges, will be invoiced to the applicant following lodgement of the application. Fees must be paid prior to Council commencing assessment of the application.

Design drawings, reports and documentation will be required to address the following works within the road reserve:

- a) Construction of the road verge/footway formation graded at +2% from the top of existing kerb to the property boundary, across the full frontage of the site and southwards to the northern edge of the vehicular access crossing associated with the egress driveway for the multi-storey hospital car park within frontage of Lot 301 DP 1233004. Construction to include transitions to existing formation either side of the site including transitions to the existing vehicular access crossing associated with access to No 84 Showground Road. This would also require the removal of the stairs (both sets on the southern side of the vehicle access crossing to No 84 Showground Road) and retaining walls within the footway. The footway crossfall grade can be warped to transition to the driveway grade for No 84 Showground Road over a distance of 2 metres. Any new retaining walls in the road reserve are to be provided within the front boundary of the site.
- b) New concrete footpath 1.5m wide from the northern side of the existing vehicular access crossing associated with the egress driveway from the adjoining multi-storey hospital car park to the vehicle crossing associated with driveway for No 84 Showground Road. This would also require the removal of the stairs (both sets on the southern side of the vehicle access crossing to No 84 Showground Road). The footpath crossfall grade can be warped to transition to the driveway grade for No 84 Showground Road over a distance of 2 metres. The alignment of the required footpath is to reflect that as constructed in front of the Hospital carpark.
- c) Construction of a commercial vehicle access crossing that has a minimum width of width of 6m at the property boundary and splayed out to the kerb line to accommodate the vehicular swept turning paths of the AS 2890.2:20018 HRV entering and exiting the site and ensuring that lane discipline in Showground Road is maintained for service vehicles entering and exiting the site. A heavy-duty gutter crossing and road pavement adjacent to the gutter crossing is to also be constructed.
- d) Undergrounding of electrical services with street lighting similar to as has occurred within the frontage of Lot 301 DP 1233004 (Hospital carpark development in Showground Road). The extent of undergrounding of power would need to continue to the northern side of the vehicle access of No 84 Showground Road with a new power pole at that location.
- e) Lowering and adjustment of services within the footway to the relevant Service Authorities requirements to accommodate the new footway levels.



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- f) Relocation of any regulatory signage where required by the required works. This will also require endorsement by the Local Traffic Committee prior to the approval of any Roads Act application.
- g) Removal and replacement of all damaged kerb and gutter with new kerb and channel.
- h) Construction of a kerb inlet pit within the frontage of the site and longitudinal street drainage (minimum 375mm $\phi$ ) from the frontage of the site to the existing kerb inlet pit and associated drainage within the Showground Road within the frontage of Lot 301 DP1233004.
- i) Construction of a piped storm water drainage connection from the development site to the proposed kerb inlet pit within the frontage of the site.
- j) Construction of any works required to transition new works into existing infrastructure and the surrounding land formation.
- k) Removal of the redundant concrete footpath where affected by the required works.

The section 138 Roads Act Works Approval must be issued by Council and all conditions of that approval must be addressed prior to occupying and commencing any works in the road reserve.

- 1.2. Submit to Council a dilapidation report detailing the condition of all Council assets within the vicinity of the development. The report must document and provide photographs that clearly depict any existing damage to the road, kerb, gutter, footpath, driveways, street trees, street signs, street lights or any other Council assets in the vicinity of the development. The dilapidation report will be required to be submitted to Council prior to the issue of the Section 138 Roads Act Works approval or the issue of any construction certificate for works on the site. The dilapidation report may be updated with the approval of Council prior to the commencement of works. The report will be used by Council to establish damage to Council's assets resulting from the development works.
- 1.3. Submit to the Registered Certifier responsible for issuing the construction certificate for works within the development site detailed design drawings and design reports for the following engineering works:
  - a) Construction of driveways, ramps and car parking areas in accordance with the requirements of the current edition Australian Standard AS/NZS 2890: Parking Facilities and other applicable Australian Standards.
  - b) Construction of a stormwater detention system. The design shall be in accordance with Chapter 3.1 Part C of the Central Coast Development Control Plan 2022 and Council's *Civil Works Specifications*. The stormwater detention system must limit post development peak flows from the proposed development to less than or equal to predevelopment peak flows for all storms events up to and including the 1% Annual Exceedance Probability (AEP) storm event, recurrence intervals, i.e., the 20%AEP, 10%AEP, 5%AEP, 2%AEP, & 1%AEP recurrence intervals. A runoff routing model/method must be used. An on-site stormwater detention report including an operation and maintenance plan must accompany the design. On-site stormwater detention is not permitted within private courtyards, drainage easements, and / or



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- secondary flow paths. Any below ground tank for on-site detention purposes proposed under a pavement area including the basement car must be designed to withstand vehicular load imposed on it including those of waste service vehicles.
- c) Construction of nutrient and pollution control measures. The design shall be in accordance with Chapter 3.1 Part C of the Central Coast Development Control Plan 2022. A nutrient and pollution control report including an operation and maintenance plan must accompany the design. Any below ground tank for nutrient and pollution control purposes proposed under a pavement area including the basement car must be designed to withstand vehicular load imposed on it including those of waste service vehicles.
  - d) Construction of on-site stormwater retention measures. The design shall be in accordance with Chapter 3.1 Part C of the Central Coast Development Control Plan 2022. A report detailing the method of stormwater harvesting, sizing of retention tanks for re-use on the site and an operation and maintenance plan must accompany the design. Any below ground tank for on-site stormwater retention purposes proposed under a pavement area including the basement car must be designed to withstand vehicular load imposed on it including those of waste service vehicles.
  - e) Construction of stormwater drainage collection and piping of all stormwater runoff from areas within the site via an on-site stormwater detention facility and nutrient/pollution control facility to the approved connection with Council's drainage system located in Showground Road.
  - f) Construction of retaining walls where indicated on development approval documentation. Retaining wall design must not conflict with existing or proposed services or utilities. Retaining walls designs for wall greater than 600mm in height must be certified by a registered practising Civil or Structural engineer as being in accordance with Australian Standards.

Detailed design drawings and design reports acceptable to the Registered Certifier must be included in the Construction Certificate documentation.

- 1.4. Submit to the Registered Certifier, responsible for issuing a construction certificate for works within the development properties, detailed design drawings approved by a suitably qualified consultant for fences and landscaping located on or in proximity to the road frontage of the site which ensure pedestrian and vehicle sight distance is maintained in accordance with of Australian Standard AS/NZS 2890: *Parking Facilities, Parts 1, 2 and 6*.

#### PRIOR TO THE COMMENCEMENT OF ANY WORKS

- 1.5. Prepare a Construction Traffic and Pedestrian Management Plan (CTPMP) for all activities related to works within the site. The plan must be prepared and implemented only by persons with Roads and Maritime Service accreditation for preparing and implementing traffic management plans at work sites.



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The CTPMP must describe the proposed construction works, the traffic impacts on the local area and how these impacts will be addressed.

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

- Ingress and egress of construction related vehicles to the development site.
- Details of the various vehicle lengths that will be used during construction and the frequency of these movement.
- Use of swept path diagrams to demonstrate how heavy vehicles enter, circulate and exit the site or Works Zone in a forward direction.
- Deliveries to the site, including loading / unloading materials and requirements for work zones along the road frontage to the development site. A Plan is to be included that shows where vehicles stand to load and unload, where construction plant will stand, location of storage areas for equipment, materials and waste, locations of Work Zones (if required) and location of cranes (if required).
- Works Zones if heavy vehicles cannot enter or exit the site in a forward direction.
- Control of pedestrian and vehicular traffic where pre-construction routes are affected.
- Temporary Road Closures.

Where the plan identifies that the travel paths of pedestrians and vehicular traffic are proposed to be interrupted or diverted for any construction activity related to works inside the development site an application must be made to Council for a Road Occupancy Licence. Implementation of traffic management plans that address interruption or diversion of pedestrian and/or vehicular traffic must only take place following receipt of a Road Occupancy Licence from Council or the Roads and Maritime Service where on a classified road.

Where a dedicated delivery vehicle loading and unloading zone is required along the road frontage of the development site a Works Zone Application must be lodged and approved by Council. A minimum of 3 months is required to allow Traffic Committee endorsement and Council approval.

The Construction Traffic and Pedestrian Management Plan must be reviewed and updated during construction of the development to address any changing site conditions.

A copy of the Construction Traffic and Pedestrian Management Plan must be held on site at all times and be made available to Council upon request.

- 1.6. Submit to Council a completed *Notice of Intention to Commence Subdivision, Roads and Stormwater Drainage Works* Form with supporting documentation prior to the commencement of any Roads Act Works Approval works. These works are not to commence until a pre-commencement site meeting has been held with Council.





#### DURING WORKS

- 1.7. Arrange with the relevant service provider / Authority (eg. Ausgrid, Jemena, NBN or other communications provider) for the supply of services concurrently with the engineering works required by this consent. Arrangements must include, where required, any relocation of existing mains and services, and dedication of easements for mains and services.

#### PRIOR TO ISSUE OF ANY OCCUPATION CERTIFICATE

- 1.8. Construct any additional civil works, where required by Council, to ensure satisfactory transitions to existing site formations and pavements where designs contained in the Roads Act Works Approval do not adequately address transition works.
- 1.9. Complete construction of the stormwater management system in accordance with the Stormwater Management Plan and Australian Standard AS 3500.3-*Stormwater drainage systems*. Certification of the construction by a suitably qualified consultant must be provided to the Principal Certifier.
- 1.10. Complete construction of all works within the road reserve in accordance with the Roads Act Works Approval. Completion of works includes the submission and acceptance by Council of all work as executed drawings plus other construction compliance documentation and payment of a maintenance/defects bond to Council in accordance with Council's Fees and Charges.
- 1.11. Repair any damage to Council's infrastructure and road reserve as agreed with Council. Damage not shown in the dilapidation report submitted to Council before the development works had commenced will be assumed to have been caused by the development works unless the Developer can prove otherwise.
- 1.12. Complete the civil engineering works within the development site in accordance with the detailed design drawings and design reports plans within the construction certificate.
- 1.13. Amend the Deposited Plan (DP) for the site to:
  - 1) 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. The plan and instrument must:
    - Create a 'Restriction on the use of Land' over all lots containing an on-site stormwater detention system and / or a nutrient / pollution facility restricting any alteration to



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such facility or the erection of any structure over the facility or the placement of any obstruction over the facility.

2) Include an instrument under the *Conveyancing Act 1919* for the following positive covenants; with Council having the benefit of these covenants and having sole authority to release and modify. Covenant(s) required:

- a) To ensure on any lot containing on-site stormwater detention system and / or a nutrient / pollution facility that:
  - i. the facility will remain in place and fully operational.
  - ii. the facility is maintained in accordance with the operational and maintenance plan so that it operates in a safe and efficient manner.
  - iii. Council's officers are permitted to enter the land to inspect and repair the facility at the owner's cost.
  - iv. Council is indemnified against all claims of compensation caused by the facility.

Note: Standard wording, acceptable to Council, for covenants can be obtained by contacting Council Subdivision Certificate Officer.

Submit to the Principal Certifier copies of registered title documents showing the restrictive and positive covenants.

1.14. Complete construction of driveways, ramps and car parking areas in accordance with the requirements of the current edition Australian Standard AS/NZS 2890: *Parking Facilities*, other applicable Australian Standards and the detailed designs and design reports within the construction certificate. Certification by a suitably qualified person that construction is complete is to be provided to the Principal Certifier.

1.15. The consolidation of Lot 10 DP 503890 and Lot 11 DP 503890 into one lot by registered subdivision. Documentary evidence of the lodgement of the Consolidation Plan with NSW Land and Property Information can be accepted by the Principal Certifier as satisfying this requirement.

#### Water and Sewer

- Water and sewer are available to the land.
- Based on the Appendix I – Civil Engineering Plan, cut will be proposed to the front of the land. This will impact on the existing Council water and sewer mains along Showground Road. The applicant will be required to replace both impacted assets to suit the proposed level change with standard covers to the assets. In particular to the sewer main, there is an existing upstream catchment to the north of the development site. The applicant will likely be required to investigate and adjust the downstream pipes in order to suit the proposed



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change from the proposed development site. The applicant will be required to confirm the extent of impacted sewer and submit the info to Council for review.

- The proposed structure will be required to comply with Council Building in Proximity to Water and Sewer policy and ensure suitable engineering foundation to be designed and constructed.
- Council water and sewer developer charges will be applicable.
- A S305 application shall be submitted and obtain a S307 Certificate prior to issue of the Occupation Certificate.

#### TREES

In order to address the proposed tree removal on the site and impacts to trees on neighbouring properties from works, an Arboricultural Impact Assessment will be required. The assessment must be prepared by a qualified arborist (minimum AQF Level 5) and include assessment of all trees (> 3 m in height) on, or where relevant, adjoining the subject site. The report must address the impact of the proposal on trees and provide a Tree Protection Plan that specifies measures required to protect trees to be retained. Any cavities (tree hollows) identified by the Arborist are to be documented in the report. Retention of existing native trees with medium to long SULE ratings is to be maximised, this is to include consideration of moving the development footprint to allow improved tree retention. All retained trees must include tree protection measures consistent with the Australian Standard AS4970-2009 Protection of Trees on Development Sites.

#### WASTE MANAGEMENT

- Typically, Council requires a chute system or interim storage points for waste, as the residents shouldn't have to travel more than 2 floors to deposit waste into an interim storage point (or chute).
- The proposed RFB will likely be provided with larger 1100L bulk waste bins not 240L bins, this will need to be changed in the Resource and Waste Management Plan.
- Interim storage areas should be provided on each floor, and this will need to be changed in the Resource and Waste Management Plan.

#### ENVIRONMENTAL HEALTH

- Provide details of methods of testing and treating any stormwater collected in the basement excavation to Council water quality standards prior to dewatering into the stormwater system.
- The Acoustic Report hasn't provided an operational noise impact assessment against the defined Project Noise Trigger Levels. This is to be provided including addressing the use of any communal indoor or outdoor areas (The Plans indicate a "yarning circle") and the



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adjoining commercial uses (commuter carpark, hospital carpark) and the noise impacts to the residents of the proposed development."

- o A Plan of Management is also to be included which addresses the use of communal areas.

### **Conclusion**

Once the above matters have been addressed by the applicant and before the determining authority grants consent, conditions should be obtained by Council which are to be placed on any consent that is granted.

Should you have any questions please contact Council's Principal Planner Ross Edwards on 0437 628 027 or via email [ross.edwards@centralcoast.nsw.gov.au](mailto:ross.edwards@centralcoast.nsw.gov.au)

Regards

A handwritten signature in black ink, appearing to read "Antonia Stuart".

Antonia Stuart  
**Section Manager**  
**DEVELOPMENT ASSESSMENT UNIT**





20 August 2025

Andrew Newman  
Regional Assessments  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street, Parramatta,  
NSW 2150  
Locked Bag 5022, Parramatta, NSW, 2124

Via email: Andrew Newman [andrew.newman@dpie.nsw.gov.au](mailto:andrew.newman@dpie.nsw.gov.au)

Dear Sir,

**Proposal:** Construction and operation of a new special education school catering for 200 students in Years K-12 including 2 lot subdivision and ancillary civil works.

**Property:** 84 Gavenlock Road, Mardi

**Application:** SSD-67173718

I refer to your letter for Council to review and provide an online submission regarding the proposed Construction and operation of a new special education school catering for 200 students in Years K-12 including 2 lot subdivision and ancillary civil works. Council provides the following in relation to the provided development on the subject development site:

### Planning

- The proposed development is to comply with the relevant provisions of the *SEPP (Transport and Infrastructure) 2021*, *SEPP (Resilience and Hazards) 2021* and *SEPP (Biodiversity and Conservation) 2021* that are relevant to this proposal.
- The proposed development is to comply with the provisions of the *Central Coast Local Environmental Plan 2022* and the *Central Coast Development Control Plan 2022*.
- The proposed development requires vehicular access through Keefers Glen from Woodbury Park Drive. Due to the flooding impacts on Woodbury Park Drive, Council raises significant concern that the proposal will not satisfy the provisions of Clause 5.22 of the Central Coast Local Environmental Plan 2022. Please refer to the comments provided by Council's Flooding Engineering below.
- The proposed vehicular access to the development from Keefers Glen is **not supported by Council**, as the intended traffic will have a detrimental impact on the traffic movements and car parking through the existing residential area and impact on the amenity of the existing residents. The proposed vehicular access to the intended development should utilise the



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existing vehicular access to the site from Gavenlock Road. Please refer to the comments provided by Council's Traffic Officer below.

### **Traffic**

The applicant seeks vehicular access for passenger vehicles and Buses to the new school via Keefers Glen on the western boundary of the site which is essentially a narrow lane which services 16 residential dwellings. Council does not support this proposal for the following reasons:

- The proposed special needs school will generate considerably higher passenger vehicular movements than other schools of similar size.
- Resident amenity will be severely affected by traffic and parking generated by the proposal.
- Keefers Glen was not constructed to facilitate traffic loading associated with a traffic generating development.
- The western boundary of the site is fully fenced, partly to prevent parents and students accessing the existing school via Keefers Glen.
- The existing intersections in the vicinity of Keefers Glen will not support the swept path of buses.
- All access to the new school is to be provided via the existing driveway on Gavenlock Road.

### **Flooding**

The determining authority being the Department of Planning, Housing and Infrastructure should determine whether the proposed development and the emergency management plan satisfies the provisions of Clauses 5.21 and 5.22 of the *Central Coast Local Environmental Plan 2022*

### **Water and Sewer**

- Water and sewer are available to the land.
- As a two lot subdivision is proposed, separate water services and sewer connection points are required for each new lots.
- Council existing water main is located along Keefers Glen and can be connected for the proposed new school. It is recommended to obtain a Flow and Pressure statement from Council to assist internal hydraulic design.



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- An existing Council sewer main is located at the intersection of Keefers Glen and Brickendon Ave. A sewer main extension from Council sewer main will be required for the proposed development. Council sewer manhole G03 would be the point of connection.
- The proponent is required to submit a S305 application under the Water Management Act and obtain a S307 Certificate prior to issue of the Subdivision/Occupation Certificate.
- Water and Sewer Developer Charges will be applicable for the proposed development.

### Urban Design

#### The site with proposed access via Keefers Glen

- The choice of the site is not the issue as there is an existing school on the larger lot that appears to have been there for a significant period of time.
- The issue is that the new school proposes to have access via Keefers Glen. This issue was raised as problematic by Council staff in the pre-DA meetings held with the applicant.
- Keefers Glen is not an appropriate front access street for a school of 200 students with special needs.
- In the existing residential subdivision, there are many cul-de-sacs, laneways and small streets of narrow widths. These have not been designed to take traffic, buses, services and emergency vehicles associated with a school.
- The design report fails to mention the many constraints of the site, particularly the issues associated with having the proposed vehicle access and address to Keefers Glen.

#### The school is out of character with the existing surrounding residential area

- The existing surrounding residential area is made up of low density housing that is accessed via a network of narrow roads and surrounded by natural vegetation and wetlands.
- The streets and lanes are fairly narrow and have been designed for low traffic volumes for local residential traffic.
- People that have bought into and lived in the area for many years have an expectation that the area will remain the same.
- The proposed school with vehicular access from Keefers Glen is out of character with the existing surrounding residential area.
- If the proposal were to proceed, it will change the character of the local area.



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- The road network will need to be widened and strengthened to allow for more and heavier vehicles.
- Private properties will need to be acquired to provide space for bus passing bays, shared paths, on-street parking, and the services required to support such a development.
- The remaining residents may feel that there is just cause for compensation if their homes are devalued because of the change in the local area.

#### Existing issues with the rear of the school

- The existing school has black open palisade style fencing running along the extent of Keefers Glen.
- During school times there are a significant number of 'P-plate' vehicles parked along the nature strip in front of the fence.
- Clearly there is already an issue with parking within the school for students.
- Keefers Glen is more like a residential laneway for local traffic than a street that is built to supply on-street parking for a large school.
- The existing parking issues with the existing school will only be made worse by the proposed development.

#### Possible design solutions

- Explore alternative sites for the proposed school, both on private land and on land owned by the Catholic Education system.
- Ensure the selected site can support school vehicular traffic, and that the development will be compatible with the local area.
- Investigate vehicle access to the current site via the existing intersection with Gavenlock Road. Create a defined driveway to the new school past the existing sporting fields.
- Any proposal should provide vegetated buffers and setbacks to surrounding streets and residential development.
- Design entry points to the school that are compatible with the local area and the streetscape, and incorporate familiar materials, colours and finishes.
- Playgrounds should incorporate ramping as well as stairs to provide equitable access for all students. There is adequate space to be clever about integrating the two, instead of ramping being an add-on intervention.



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- Vehicular access to service areas and back of house will be required and adequate setbacks with landscaping should be provided to accommodate this.

#### Issues with the proposed design

- The north-west perspective street view has the appearance of a large Sydney school located on a busy main road.
- Keefers Glen does not have the space required for the shared pathway and substantial street trees and vegetation shown in the perspective.
- The 3-storey building appears imposing to the street and does not relate to the low-scale residential development in the street.
- The vertical stripes in the building visually elongate the development and do nothing to break up the overall bulk and scale of the development.
- The building forms are generally simple rectangular prisms and have little variation to break up the length of buildings. These are particularly visible as the perimeter of the development is generally surrounded by vehicle access driveways without sufficient room for landscaping.
- The internal elevations have first level walkways of 'steel framed screen/ balustrade with mesh infill'. This choice of materials seems quite heavy-handed and could be likened to something used in a correctional facility, or on a bridge to prevent antisocial behaviour.

Could there be consideration of an alternative more friendly solution, for example using colour or more natural looking materials in selected areas.

- The overall design requires more consideration of the visual impacts of the development. Further refinement needs to occur in the building modulation, façade differentiation and resolution, as well as understanding the effects of the choices of colours and materials both on the streetscape and internally within the development.

In view of the above considerations, Council objects to the proposed vehicular access to the development from Keefers Glen. Council does not support this aspect of the proposed development, as the intended traffic will have a detrimental impact on the traffic movements and car parking through the existing residential area and impact on the amenity of the existing residents. The proposed vehicular access to the intended development should utilise the existing vehicular access to the site from Gavenlock Road.





Once the above matter has been addressed by the applicant and before the determining authority grants consent, conditions should be obtained by Council which are to be placed on any consent that is granted.

**Please note this preliminary submission has been provided by Councils technical staff and further comments may be provided once the proposal has been reviewed by Councils Development Engineer and Councils Environment & Planning Committee.**

Should you have any questions please contact Council's Principal Planner Ross Edwards on 0437 628 027 or via email [ross.edwards@centralcoast.nsw.gov.au](mailto:ross.edwards@centralcoast.nsw.gov.au)

Regards

A handwritten signature in black ink, appearing to read "Antonia Stuart".

Antonia Stuart

**Section Manager**

**DEVELOPMENT ASSESSMENT**



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File Ref. No: FRN13/2143 - BFS25/1587 - 8000041316  
 TRIM Ref. No: D2025/066168  
 Contact: Station Officer Alex Cross

31 March 2025

General Manager  
 Central Coast Council  
 PO Box 20  
 WYONG NSW 2259

Email: [ask@centralcoast.nsw.gov.au](mailto:ask@centralcoast.nsw.gov.au)

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT  
 56 – 58 OCEAN PARADE  
 THE ENTRANCE NSW 2261 (“the premises”)**

Fire and Rescue NSW (FRNSW) received correspondence on 31 March 2025 concerning the adequacy of the provision for fire safety in connection with ‘the premises’.

The correspondence stated that:

*The apartment owner who lives at unit 5/ 56-58 Ocean Parade The Entrance 2261 has turned he's garage and adjoining storage room into living quarters and turned the storage area into an office for he's own convenience. He has set up a kitchen area in the garage along with beds and a computer room office for both him and he's young children to enjoy. There are no smoke detectors in either the garage or the storage room. He has numerous electrical cords running off one power outlet and it is dangerously overloaded with electrical cords to power a portable stove, electric jug and numerous other appliances. He has numerous electrical cords running from the one power outlet in the garage for he's computer and other game consoles for he's two children. I have put in a complaint to Ali at Five Dock body Corporate who is in charge of the appartments at 56-58 Ocean Parade The Entrance 2261. This man in unit 5 is breaking strata laws and putting everyone's life at risk. There are strict rules regarding garages and storage rooms here at the apartment complex which states that garages and storage bays are only to be used as a place to park a car and storage rooms are only used to store camping and fishing gear, a bicycle or few furniture items.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected ‘the premises’ on 31 March 2025.

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On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

**COMMENTS**

FRNSW were unable to determine the validity of the complaint, access was unable to be obtained to the garage. The glass doors adjacent to the garage were painted restricting view but it appeared to be used as an office.

The following items were identified during the inspection:

1. Smoke Detection and Alarm System (SDAS)
  - 1A. The fire detection control indicating equipment appeared to be a recent installation. The 2024 Annual Fire Safety Statement (AFSS) indicated the SDAS met the performance requirements of Australian Standard (AS) 1670.1 – 1995. Council may need to review the fire safety schedule for the premises to determine the standard of performance for the SDAS.
  - 1B. A bell was installed as a local alarm at the premises. The bell was not visible at the main approach to the building contrary to the requirements of Clause 8.7 of AS1670.1-1995.
  - 1C. There were three faults and one disablement (Zone 17) shown at the Fire Indicator Panel (FIP), contrary to the requirements of Section 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 21).
  - 1D. Smoke detector adjacent to carpark 11 not working, contrary to the requirements of AS 1670.1 – 1995. FRNSW removed the detector from its base. A fault signal did not appear on the FDCIE which indicates that the detector is not communicating with the indicating equipment.
2. Essential Fire Safety Measures
  - 2A. Portable Fire Extinguishers (PFE)
    - A. A PFE was not readily accessible, contrary to the requirements of Clause 3.2 of AS 2444–2001. The PFE, installed at the base of the egress stairs on the Eastern side of the building, was mounted at a height of 1850mm from the finished floor level.
    - B. Maintenance of PFE's throughout the premises contain service labels/tags, indicating the PFE's have not received any routine

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servicing since January 2022, contrary to the requirements of Section 81 of EPAR21.

3. Fire Resistance

- 3A. Lightweight fire-resistant material (possibly vermiculite) applied to structural beams in the carpark were found cracked or missing exposing the beams to environmental elements or fire, therefore, reducing the Fire Resistance Levels (FRL) contrary to the requirements of Specification 5 of the NCC.

Portions of the exposed beams were showing signs of surface rust.

4. Access and Egress

- 4A. Nosing and slip resistant strips were missing on the stairs leading up to Unit five, six and seven preventing safe movement to and within a building contrary to Clause D3D14 of the NCC.
- 4B. Handrails in the egress stairs not continuous adjacent to Unit number 9, contrary to the requirements of Clause D1P2 of the NCC. A broken bracket on the handrail caused the handrail to part.

FRNSW believes that there are inadequate provisions for fire safety within the building.

**RECOMMENDATIONS**

FRNSW recommends that Council:

- a. Review items 1 to 4 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer Alex Cross of FRNSW's Fire Safety Compliance Unit at [FireSafety@fire.nsw.gov.au](mailto:FireSafety@fire.nsw.gov.au) or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN13/2143 - BFS25/1587 - 8000041316 regarding any correspondence concerning this matter.

Yours faithfully



Paul Scott  
Team Leader  
Fire Safety Compliance Unit