



Central Coast Council

Ordinary Council Meeting

ATTACHMENTS

Monday, 29 October, 2018

Central Coast Council
Attachments to the
Ordinary Council Meeting
To be Held in the Council Chamber,
2 Hely Street, Wyong
on Monday, 29 October 2018,
Commencing at 6.30pm

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Item No: 2.1
Title: DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah
Department: Environment and Planning

28 May 2018 Ordinary Council Meeting

Trim Reference: DA/135/2017 - D13227994

Author: Tracy Sharp, Senior Development Planner

Manager: Emily Goodworth, Section Manager

Executive: Scott Cox, Director Environment and Planning

Summary

An application has been received for consent to use land for the purpose of a transitional group home for the purposes of drug and alcohol rehabilitation including demolition of existing structures. The application has been examined having regard to the matters for consideration detailed in s.4.15 of the *Environmental Planning and Assessment Act 1979* and other statutory requirements with the issues requiring attention and consideration being addressed in the report.

Applicant	Dr S Kalava and Dr S K Kalava
Owner	Dr S K Kalava
Application No	DA/135/2017
Description of Land	Lot 2 DP 801944 74 Glen Road, Ourimbah
Proposed Development	Transitional group home for the purposes of drug and alcohol rehabilitation including demolition of existing structures
Site Area	27,210m ²
Zoning	E4 Environmental Living
Existing Use	Dwelling
Estimated Value	\$2,997,791

Recommendation

- 1 That Council grant consent to a transitional group home for the purposes of drug and alcohol rehabilitation including demolition of existing structures subject to the conditions detailed in the schedule attached to the report and having regard to the matters for consideration detailed in s. 4.15 of the *Environmental Planning and Assessment Act 1979* and other relevant issues.
- 2 That Council advise those who made written submissions of Council's decision.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

ORDINARY COUNCIL MEETING OF 28 MAY 2018

Councillor Greenaway declared a significant non-pecuniary interest in the matter as one of the residents impacted by this proposal made a reportable political donation for the purposes Section 86 of the Election Funding Expenditure and Disclosures Act 1981. Councillor Greenaway left the chamber at 6.46pm and during consideration of this item, returned at 6.52pm and was absent for the vote.

Moved: Councillor Holstein
Seconded: Councillor McLachlan

Resolved

396/18 That Council defer consideration of this item to a future meeting of Council to allow for a site inspection.

<p>For: Mayor Smith and Councillors Marquart, Holstein, Mehrtens, Sundstrom, Matthews, MacGregor, Pilon, McLachlan, Burke, Vincent and Hogan</p>	<p>Against Councillors Gale Collins and Best</p>
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Precis:

Proposed Development	Transitional group home incorporating drug and alcohol rehabilitation facility including demolition of existing structures
Permissibility and Zoning	The site is zoned E4 Environmental Living under the <i>Wyong Local Environmental Plan 2013</i> . Transitional group home is a permissible use in this zone with consent.
Relevant Legislation	<i>Environmental Planning and Assessment Act 1979</i> <i>Threatened Species Conservation Act 1995</i> <i>Rural Fires Act 1997</i> <i>Native Vegetation Act 2003</i> <i>Native Vegetation Regulation 2013</i> <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (SEPP BASIX)</i> <i>State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP ARH 2009)</i> <i>State Environmental Planning Policy 55 - Remediation of Land (SEPP 55)</i> <i>State Environmental Planning Policy 44 - Koala Habitat Protection (SEPP 44)</i>

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

	<i>Wyong Local Environmental Plan 2013 (WLEP 2013)</i>
Current Use	Dwelling
Integrated Development	No
Submissions	A total of 166 submissions were received during the notification period and two submissions were received after the notification period.
Reason for referral to Council	The application is referred to Council in accordance with the Policy for the Determination of Development Applications Subject to Significant Public Objection as greater than 50 submissions were received in relation to the proposed development.
Councillor Representation	During the assessment of the application, representations were received from Councillor MacGregor enquiring of the status of the application.

The Site

The subject site is commonly known as No. 74 Glen Road, Ourimbah and is legally described as Lot 2 DP 801944. The site is located on the northern side of Glen Road, has a frontage of approximately 12m and has an overall site area of 2.721ha. Vehicle access to the site is from Glen Road (refer Figure 1).



Figure 1 - Aerial photo of subject site (highlighted) and adjoining land

The subject site has an irregular shape and a watercourse (Dog Trap Gully) traversing the centre of the site. The majority of the site is vegetated with a cleared area located at the top of the site adjacent to Glen Road. Towards the front of the site, is a cleared area which has a

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

slope of approximately 8%. Further into the site, the slope of the land increases to approximately 20% on each side of the watercourse.

The riparian vegetation located along Dog Trap Gully has been identified as Coastal Wet Gully Forest. Coastal Wet Gully Forest comprises the Lowland Rainforest Endangered Ecological Community (EEC) and was listed under the former *Threatened Species Conservation Act 1995*. (refer Figure 2) Coastal Ranges Mesic Blackbutt Forest and Coastal Ranges Dry Blackbutt Forest have been identified in the northern sections of the property.



Figure 2 - Lowland Rainforest EEC

The site currently contains a dwelling and outbuildings located within the cleared area (refer Figure 3).



Figure 3 - Subject site when viewed from Glen Road

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

The subject site has also been identified as being partially flood prone in the 1% Annual Exceedance Probability (AEP) flood event and bushfire prone land containing category 2 vegetation, as well as being within the buffer of category 1 and 2 vegetation as indicated within the Figures 4 and 5 below:

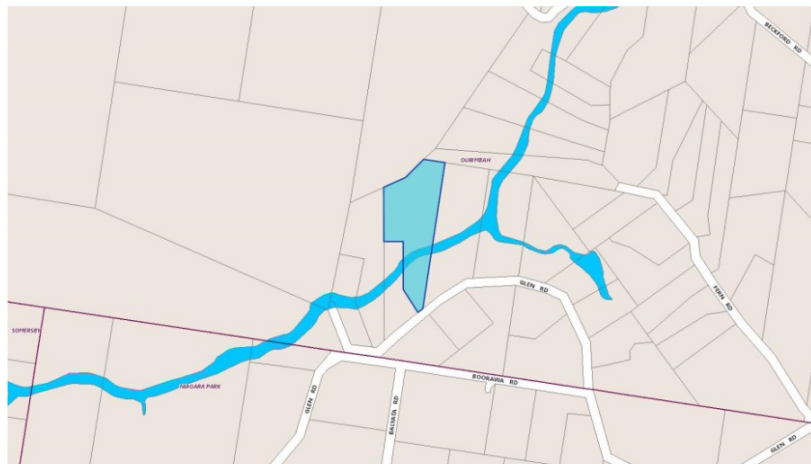


Figure 4 - 1% AEP flood map

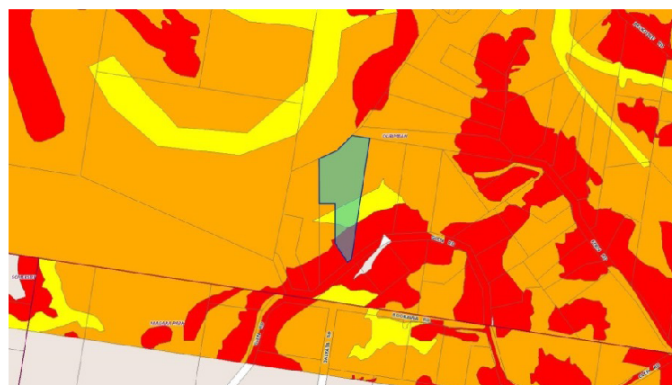


Figure 5 - Bushfire prone land map

The surrounding properties contain rural residential development in a rural setting with the majority of allotments containing large dwelling houses with large rural sheds. The properties on either side of the subject site contain large dwellings, one with a covered horse arena and shed. The subject site and land to the east, west and south are zoned E4 Environmental Living under the *Wyong Local Environmental Plan 2013* (WLEP 2013) and land to the north is zoned E3 Environmental Management under the WLEP 2013 as indicated in Figure 6.

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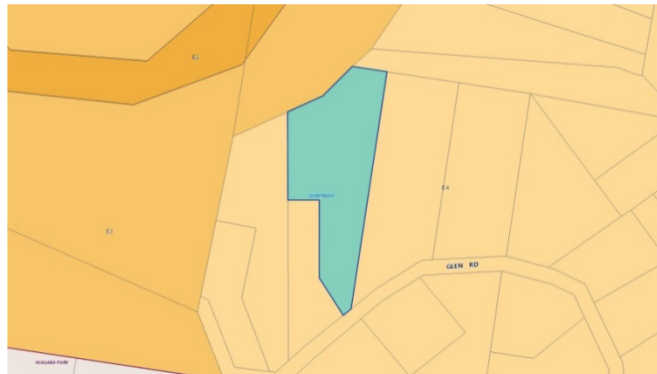


Figure 6 - Zoning map (site zoned E4 Environmental Living)

History

The relevant applications on the subject land are as follows: -

- DA/79/1992 – Rural dwelling – Approved 4 March 1992.
- DA/1397/2006 – Installation of 92,000 litre rainwater tank – Approved 14 September 2006.
- DA/1453/2009 – Alterations, additions, garage and workshop – Approved 24 March 2010.

The Proposed Development

Development Application No. 135/2017 seeks consent for a transitional group home for the purposes of a drug and alcohol rehabilitation facility including demolition of the existing structures on site. Specifically the proposed development involves the following:

- Demolition of the existing dwelling, carport and sheds and removal of five trees comprising one native and four exotics in proximity to the location of the proposed dwelling and on-site waste disposal system.
- Construction of a dwelling which will operate as a privately owned transitional group home for the purposes of drug and alcohol rehabilitation.
- The proposed development will comprise: -
 - Lower Ground Floor
 - Car park comprising eight spaces including one disabled space;
 - Gym;
 - Staff room;

2.1 **DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)**

- Multi-purpose room;
 - Laundry;
 - Swimming pool.
 - Ground Floor
 - Two external parking spaces;
 - Main entry/waiting room/reception;
 - Massage room;
 - Four bedrooms with en-suite and balconies;
 - Three offices;
 - Kitchen;
 - Dining room;
 - Library/Lounge room.
 - First Floor
 - Ten bedrooms with en-suite and balconies;
 - Staff station;
 - Kitchen nook;
 - Lounge area.
- Operational details of the transitional group home are as follows:
- The dwelling will cater for a maximum of 14 participants at any one time and programs will run for 6-12 weeks.
 - Participation in the program is voluntary. The program is designed for the individual who will participate in both individual and group sessions, including psychological therapy. The program is a drug free, abstinence based approach to rehabilitation and the facility will be operated on a drug and alcohol free basis.
 - Participants are referred by their general practitioner or specialist after they have undertaken a detoxification (withdrawal) program and evidence of such must be provided to the operator prior to admission.
 - In addition to undertaking a withdrawal/detoxification program the participant must also satisfy the admission criteria for the facility which is discussed with the intake nurse and the addiction psychiatrist and psychologist.
 - No person will be admitted to the program under a Mental Health Order (MHO) or from Magistrates Early Referral into Treatment (MERIT) or other court-enforced programs. This facility is not a psychiatric facility and is not a suitable (or designated) facility under the *Mental Health Act 2007* (MH Act), for people who require that type of care.
 - Participants will arrive at the site driven by family or friends or staff. Participants cannot leave their own vehicle on site.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- Admissions and discharges are scheduled three times a week on Mondays, Wednesdays and Fridays. Admissions are scheduled between 2-4pm and discharges are scheduled between 10am- 12 midday.
- Visitation times are by appointment only and scheduled between 10am and 2pm on Sundays, in one hour blocks.
- There will be at least one nurse present at the facility 24 hours a day, seven days a week. All other staff will be in attendance Monday to Friday 8am to 5pm, with no more than five staff present on site at any one time. These staff will include a combination of the following:
 - Addiction psychiatrist;
 - Psychologist;
 - Senior nurse;
 - Other allied health staff;
 - Reception and administration staff;
 - Maintenance staff.
- All meals will be prepared in a commercial kitchen off-site. Similarly, linen and the bulk of laundry will be washed off-site in a commercial laundry. However, the development does include a kitchen and laundry that the participants can utilise.
- Participants will engage in a number of indoor activities including:
 - Group therapy sessions;
 - Individual therapy sessions;
 - Yoga;
 - Meditation;
 - Exercise/personal training;
 - Art therapy;
 - Occupation therapy;
 - Reading sessions;
 - Indoor board games;
 - Massage.
- Participants will also engage in a number of outdoor activities including:
 - Nature walks;
 - Gardening;
 - Birdwatching;
 - Swimming;
 - Group outings such as beach days and bushwalk days.
- Use of external areas for activities will occur between 9am and 6pm.
- For group outings off-site participants will be transported via a bus organised by the facility.
- If a participant elects to leave prior to the completion of their treatment, they are able to do so. The facility has a proposed exit plan for this scenario and the participant will be assisted in making arrangements to leave. This will typically involve the participant being taken to an agreed pick up point where they will be met by family or friends; or to a transport hub.

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- Security will be provided to secure the facility from theft/burglary, vandalism and unauthorised access. CCTV monitoring will be installed and remote private security will be hired.
- Car parking will be utilised by staff during the week and staff and visitors on the designated visitation day, being Sunday. Additional staff may be required during visitation days however this will be dependent upon the number of visitors that have made an appointment. The maximum combined number of staff and visitors to be on site at any one time is 10 to ensure parking is adequately catered for.
- A bushfire management and emergency plan has been prepared and will be implemented with staff and participants undertaking the relevant training or induction.
- Landscaping on site will comprise plant species suitable for bush fire prone areas as recommended by the NSW Rural Fire Service (RFS), and will be compatible with Council's Flora and Fauna Guidelines and the species used by Ourimbah Creek Landcare. The proposed landscaping will ensure the property maintains a rural residential character and suitably screens the development from adjoining properties and Glen Road.
- A separate application under s. 68 of the *Local Government Act 1993* (LG Act) is to be lodged for the installation of a new on-site effluent disposal system to cater for the proposed development. The Wastewater Management Plan (WMP), prepared by Larry Cook Consulting Pty Ltd, proposes a raised absorption (irrigation) bed system with a total area of 170m² which will cater for 20 persons.

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Plans of the proposed development are as follows:

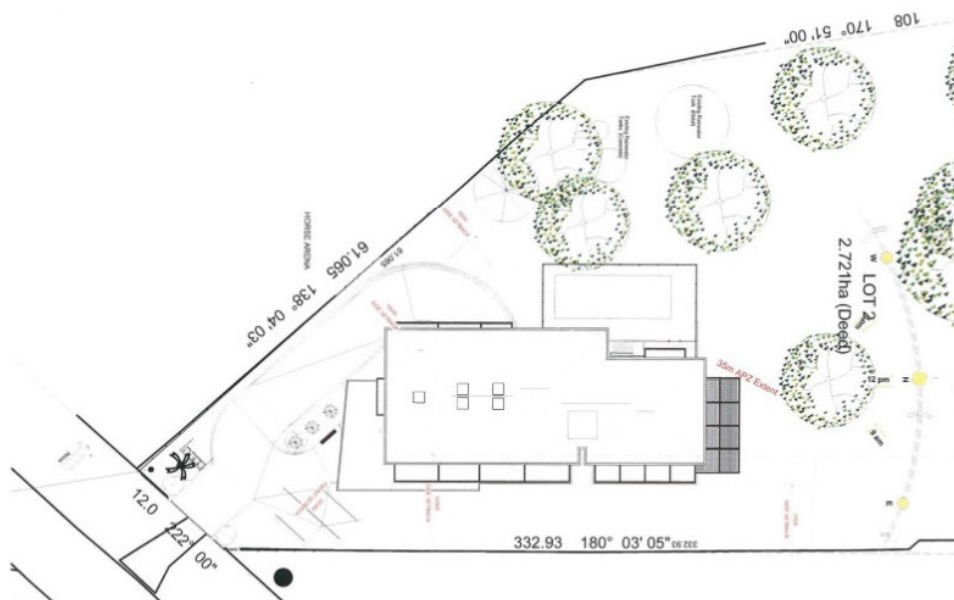


Figure 7 - Site Plan

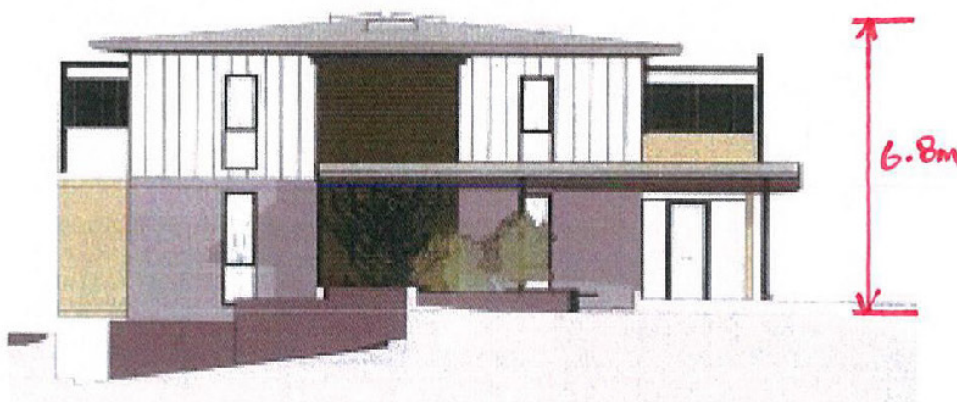


Figure 8 - Front elevation

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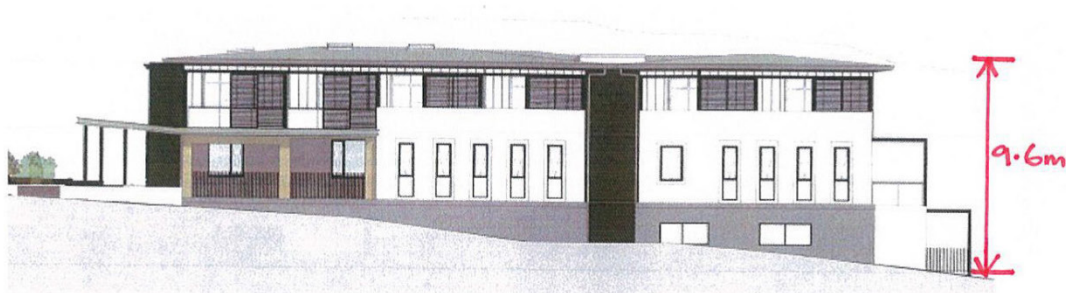


Figure 9 - Eastern side elevation

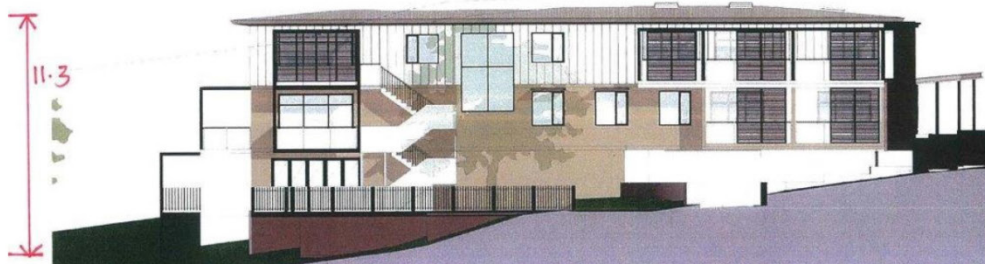


Figure 10 - Western side elevation



Figure 11 - Rear (north) elevation

Variations to Policies

The development proposes the following variations: -

WDCP 2013	Chapter 2.1 – Dwelling houses, secondary dwellings and ancillary structures
Clause	2.1(b) Building Height
Standard	10m
Proposed	11.3m
Departure basis	1.3m or 13%, for a small section of the rear façade comprising approximately 27m ² or 4% of the total roof area.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

WDCP 2013	Chapter 2.1 – Dwelling houses, secondary dwellings and ancillary structures
Clause	3.2(a) Setbacks – Large Lots
Standard	Front 20m
Proposed	19m to 26m
Departure basis	1m or 5% for a small section of the front façade comprising approximately 10m ²

WDCP 2013	Chapter 2.1 – Dwelling houses, secondary dwellings and ancillary structures
Clause	3.2(c)(ii) Setbacks – Large Lots
Standard	Side 10m
Proposed	Western boundary - 6m to 30m; and Eastern boundary - 7m
Departure basis	Western boundary - 4m or 40%, this variation covers an area of 30m ² for a length of 4.2m Eastern boundary - 3m or 30%, this variation covers an area of 160m ² for the full length of the wall, 31.2m

The proposed variations are discussed in further detail later in the report.

Consultation

Public Consultation: s. 4.15(1)(d) of the EP&A Act

The application was notified in accordance with Wyong Development Control Plan 2013 (WDCP 2013), Chapter 1.2 - Notification of Development Proposals, for a period of 14 days from 23 February 2017 to 8 March 2017. Following a request from the public, this period was extended for a further 16 days ending on 24 March 2017. During this period a total of 166 submissions were received, 1 in support and 165 objecting to the proposal.

Two submissions were received *after* the notification period, one supporting and one objecting to the development.

In accordance with Council's adopted Policy for Determining Development Applications Subject to Significant Public Objections, the application is referred to Council for determination as more than 50 submissions were received in relation to the proposal.

The issues raised in the objections are discussed below:

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- *The proposed development is a commercial venture and should not be in a residential setting.*

Comment:

A transitional group home is permissible with consent in the E4 Environmental Living zone under the WLEP 2013.

- *The development does not comply with State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP ARH 2009) in terms of permissibility.*

Comment:

In this instance, the applicant is proposing a transitional group home under the provisions of WLEP 2013 and not SEPP ARH 2009. A transitional group home is permissible within the E4 Environmental Living zone under the WLEP 2013 and the application has been assessed against Council's planning controls and on balance is considered reasonable.

- *Size, design, setbacks and nature of the facility not consistent with character of adjoining development.*

Comment:

The surrounding properties contain rural residential development in a rural setting with the majority of allotments containing large dwelling houses with large rural sheds.

The proposed development is of a similar footprint and location as the existing development within Glen Road. The development has been designed to present as a modern two storey dwelling to Glen Road incorporating articulation and a variety of colours and materials within the façade. The development also proposes formal landscaping around the development and minimal car parking within the front setback.

The development proposes to excavate the site to incorporate a lower ground level that includes eight parking spaces which assists in minimising the visual and character impacts on adjoining properties and reducing the overall scale of the development to one which is in keeping with a large dwelling. The combination of various design elements adds interest to the front façade of the development.

The subject site has limited exposure to the street due to the small frontage of 12m (refer Figure 12). The site slopes away from Glen Road minimising views to the site from the road. The neighbouring property to the east has significant vegetation on the front boundary which shields views to the site from Glen Road (particularly on approach from the east). The development proposes landscaping within the front and side setbacks, which seeks to soften the appearance and screen the development in a manner which is consistent with the locality.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)



Figure 12 – Existing street frontage of subject site

The applicant seeks to vary the height as well as front and side setbacks for portions of the proposed building. The variations sought include:

- Height – 6.8m to 11.3m instead of the required 10m. This is a variation of 1.3m or 13%.
- Front – 19m to 28m instead of the required 20m. This is a variation of 1m or 5%.
- Side – 6m to 29m and 7m with first floor wall 10m and balcony 7m, instead of the required 10m. This is a variation of 4m or 40% and 3m or 30%.

The applicant's reasons for the proposed variations are due to the irregular shape of the subject site, small frontage of 12m, consistency and compatibility with surrounding development, the need for an asset protection zone (APZ) of 35m and the need to achieve a good design outcome. The proposed variations are considered reasonable and further discussion on these variations is provided later in the report under the heading Chapter 2.1- Dwelling houses, secondary dwellings and ancillary structures.

A portion of the proposed building has a front setback of 19m and this proposed variation of 1m is considered minor and compatible with adjoining development which are setback approximately 23m (dwelling), 20m (horse arena) and 13m (dwelling). Though the development does not comply with the required side setbacks or height it is considered that the proposed variations will have minimal impact upon the adjoining development in terms of amenity, privacy, visual impacts, and solar access given the positioning and orientation of the adjoining dwellings which are approximately 25m and 30m from the adjoining dwellings to the east and west respectively (refer Figure 13).

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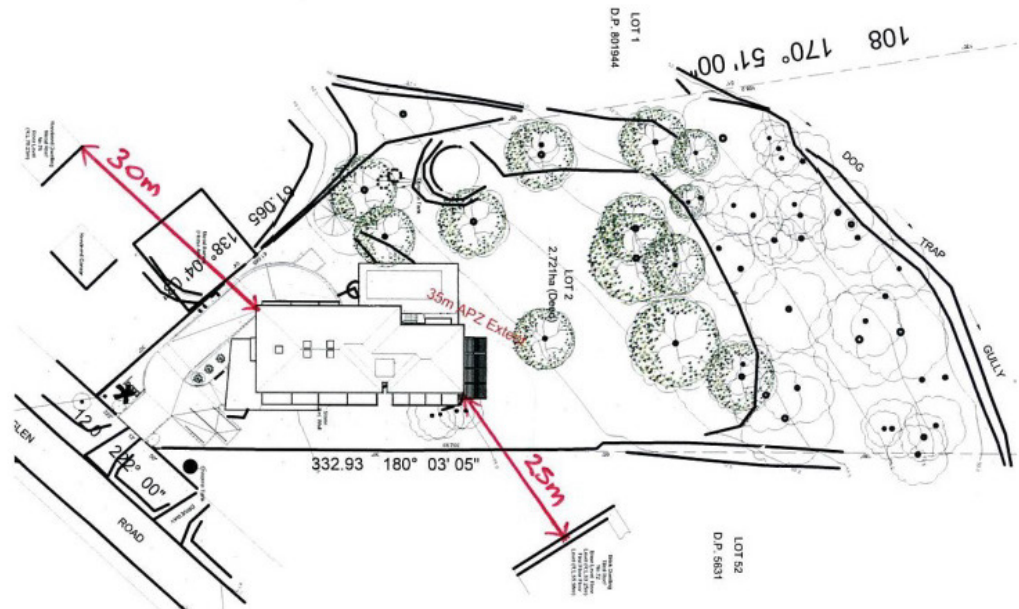


Figure 13 – Adjoining development in proximity to proposed development

Additionally, the site is separated from neighbouring dwellings by existing vegetation and various structures (refer Figure 14).

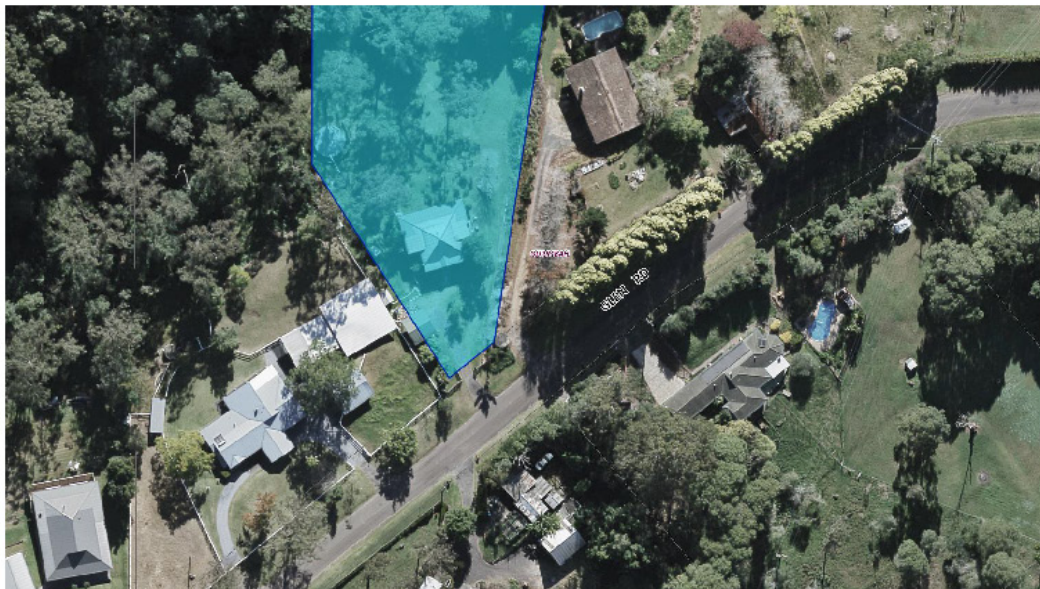


Figure 14 – Aerial photograph of subject site and adjoining sites

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

The dwelling located on the adjoining property to the east at No. 72 Glen Road, is located further north of the proposed development by 25m and is further down the slope with their balconies facing north (refer Figure 13). The existing vegetation along the boundary between 72 and 74 Glen Road comprises Acacias (Wattles) and *Glochidion ferdinandi* (Cheese Tree) and have approximate heights of 3-4m (refer Figures 15 and 16). The landscape plans indicate that dense plantings on the boundary between 72 and 74 Glen Road will comprise *Tristania laurina* (Water Gum) with a maximum height of 5m, *Acmena smithii* (Lilly Pilly Backyard Bliss) with a maximum height of 3m and *Hymenosporum flavum* (Native Frangipani) with a maximum height of 4m which are considered to provide adequate screening to the proposed development.

Figures 15 and 16 below show the existing vegetation between No.s 72 and 74 Glen Road which will be enhanced with plantings to provide additional screening between the two properties.



Figure 15 –Vegetation on boundary when viewed from No. 74 towards No. 72 Glen Road



Figure 16 – Vegetation on cut and boundary when viewed from No. 72 towards No. 74 Glen Road

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The landscape plans indicate that the additional plantings on the boundary between 74 and 76 Glen Road will comprise *Syzygium Australe* (Brush Cherry) with a maximum height of 6m.

The proposed development has been designed so that the proposed balconies of the bedrooms and first floor lounge area include timber louvered privacy screens for a minimum of two thirds of the balcony width to increase privacy and reduce overlooking onto adjoining properties whilst still enabling light and natural ventilation to the balconies and bedrooms (refer Figure 9). To reduce any potential impact of privacy onto the existing dwelling at No. 72 Glen Road, a condition of consent requires that the balconies on the eastern elevation are to be reduced from a width of 2.95m to 1.64m, to be the same width as those on the eastern elevation.

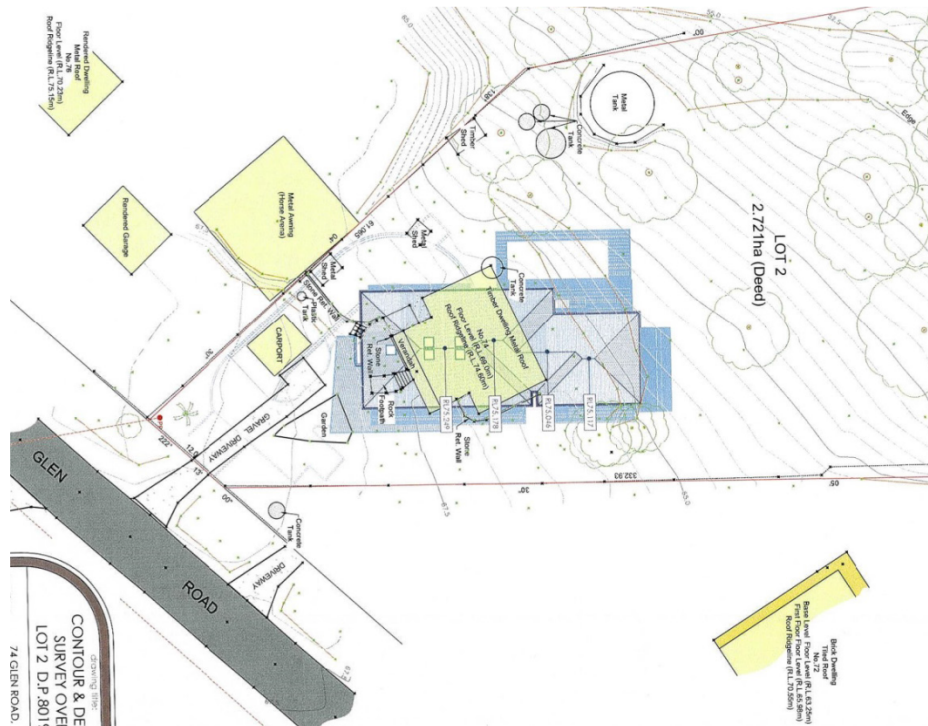


Figure 17 – Existing and proposed development overlay

Figure 17 above identifies the difference between the location of the existing dwelling (in yellow) and the proposed development (in grey/blue) in proximity to the existing dwelling house to the east at No. 72 Glen Road. This figure demonstrates there is still an adequate setback provided between the two developments and that there is minimal additional impact on privacy and amenity due to the orientation of the proposed development.

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The design of the dwelling at No. 72 Glen Road is such that the windows facing towards the proposed development are bedrooms and a bathroom (first floor) and garage doors (ground floor). The openings to the lounge room on the first floor are located on the northern side of the dwelling and the dwelling has been cut into the site which aids in the separation of the existing dwelling at No. 72 to the proposed development.

The applicant has provided a survey plan indicating the following:

- The existing dwelling on the subject site has a ridge height of RL 76.6m and the proposed development has a ridge height of RL 75.2, which is 1.4m lower than the existing dwelling.
- The existing ridge height of the dwelling at No. 72 Glen Road is RL 70.55m which is approximately 5m lower than the ridge height of the proposed development at RL 75.20m. However, it is also located further north where the natural topography is 1m lower.
- No. 76 Glen Road has a ridge height of 75.15m which is approximately the same ridge height as the proposed development, 1.4m lower than the existing dwelling.
- The proposed development and existing development at No. 72 Glen Road will be separated by approximately 25m.

Figure 18 below illustrates the existing view from the side of No. 76 Glen Road over the horse arena to the existing dwelling on the subject site. The dwelling at No. 76 Glen Road has been designed so the openings to the living areas and deck face towards the north, not towards No. 74 Glen Road.



Figure 18 – View from deck of dwelling at 76 Glen Rd towards existing dwelling at 74 Glen Rd

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

It is considered that the design of the proposed development, the proposed setbacks to adjoining development, the existing cut associated with adjoining development, the presence of existing vegetation and proposed landscaping on the common property boundaries will result in a development that will not negatively impact on adjoining properties or existing streetscape and will be commensurate with other large rural dwellings in the area.

- *Lifestyle, sense of place and community cohesion will be negatively affected by the proposed development.*

Comment:

This area comprises predominantly rural residential development and home businesses which are permissible within the E4 Environmental Living zone under the WLEP 2013. A transitional group home is also a permissible use within the E4 Environmental Living zone under the WLEP 2013.

It is considered that the proposed development will have minimal impact on residents as the operation of the facility will be low-key and run by professional medical staff under a specific Plan of Management (PoM).

From the street the proposed development will appear as a large rural residential dwelling.

The participants are not permitted to bring their own vehicle to the facility and as such the majority of vehicular movements to the site will be when staff are arriving or leaving in the morning or afternoon. It is considered that a conflict between opposing movements is highly unlikely due to the proposed staff numbers and designated times for admissions, discharges and visitors and the nature of development of Glen Road, being rural residential.

- *Resident's anxiety, stress levels and wellbeing over change to neighbourhood and uncertainty of impacts of participants.*

Comment:

Anxiety based on the perception of a rehabilitation centre is understandable; however this facility is proposed to be operated by medical professionals with strict criteria applied to the type of people admitted for rehabilitation of drug and alcohol addiction. No person will be admitted to the program under a MHO or MERIT or other court-enforced program. This facility is not a psychiatric facility and is not a suitable (or designated) facility under the MH Act, for people who require that type of care. It is important to note that the participants attending the facility have already undertaken a detoxification program and are attending the facility to address their addiction to drugs and/or alcohol on a voluntary basis. The participants are transitional and will be actively participating in the rehabilitation program.

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- *Character and behaviour of residents at the facility, underlying conditions such as mental health issues, safety, security, crime and risk of dangerous environment.*

Comment:

The patients in the rehabilitation program are voluntarily participating in a program designed and overseen by qualified medical staff. Prior to being admitted to the facility, the participants must have undertaken a detoxification (withdrawal) program and are unable to be on a current methadone program or have a criminal record.

Participants who have a dual diagnosis will be admitted subject to undertaking a comprehensive assessment process and only after it has been established that their condition is manageable within the parameters of the program.

The statement of environmental effects and the PoM confirm that no people will be admitted to the program under a MHO or from MERIT or other court-enforced program. This facility is not a psychiatric facility and is not a suitable (or designated) facility under the MH Act, for people who require that type of care.

Staff will be available on site 24 hours per day 7 days per week to monitor the participants as well as to ensure security is maintained on site. The facility will also provide CCTV and remote security will be engaged.

As such the claims that the proposal will create a high risk of crime and a dangerous environment are unfounded.

- *Lack of fencing or restrictions for security, residents will be free to roam.*

Comment:

The existing rural residential fencing will be maintained which is considered adequate and in keeping with the existing rural residential character of the environment. The participants are attending the facility on a voluntary basis and have already undertaken a detoxification program. Participants will be undertaking a range of activities within the program during the day, which are run by medical professionals. The participants are to stay on site during the course of the program except during organised off-site excursions. The proposed rehabilitation program is voluntary and is not a jail or asylum and as such, participants are free to leave at any time. It is for these reasons additional security fencing is not required.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- *Staffing levels, qualifications and management capability.*

Comment:

The proposed facility will be staffed at all times. The majority of staff will be on site Monday to Friday 8am to 5pm with a maximum of five staff on-site at any one time. These staff will include a combination of an addiction psychiatrist, psychologist, senior nurse, other allied health staff, reception and administration staff and maintenance staff. There will be one staff member on-site at night when the patients are asleep. The operators of the facility will employ staff with the appropriate qualifications for the effective operation of the facility.

- *Impact of visitation days on adjoining development.*

Comment:

Visitation times are by appointment only and scheduled between 10am and 2pm on Sundays, in blocks of an hour each to minimise the number of people on-site at any one time. This limited visitation period will minimise the vehicular movements to the site and on Glen Road and as such, is not expected to create amenity problems for adjoining property owners.

- *Increased traffic volumes during construction and operation, condition/capacity of Glen Road and parking.*

Comment:

There will be a slight increase in traffic during the construction phase of the development however, construction traffic for this development will be similar to that of the construction of any other dwelling, including deliveries and construction personnel.

The majority of vehicular movements to the site will be when staff are arriving or leaving in the morning or afternoon. It is considered that a conflict between opposing movements is highly unlikely due to the proposed staff numbers and designated times for admissions, discharges and visitors and the nature of development of Glen Road, being rural residential.

It is considered that the vehicular movements generated by the development will have minimal impact on the condition of Glen Road.

There are no specific parking requirements for group homes. Taking into consideration the staff numbers, admission/departure days, visitors and deliveries, it is considered that the provision of 10 parking spaces on site is adequate for the proposed development. Participants are not permitted to bring their own vehicle to the facility.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- *No public transport, closest train station Ourimbah and Niagara Park.*

Comment:

Correct, there is not public transport nearby and the staff and participants will arrive and depart from the site by car. There is no requirement for this facility to be near a train station or bus interchange.

- *No town water or mains sewerage, creek run-off and potential environmental impacts.*

Comment:

Correct, the development is reliant on tank water and proposes a tank with a capacity of 100,000 litres. This tank will be topped up with rainwater or in times of limited rainfall or high usage by a water cartage service.

The development will have a dedicated 25,000 litre static water supply with pump and hose reels at the rear of the building for a bushfire event.

The development proposes an on-site waste disposal method comprising of the installation of raised pressure-dosed absorption beds with an area of 170m² to cater for the hydraulic load of the development of 2,400L/day for 20 persons. These proposed beds are setback the required minimum of 40m from the intermittent watercourse and are located above the 1% AEP flood event. If this system fails, a secondary disposal area has been identified to cater for such an event. It is considered that servicing of the proposed development will not adversely impact upon the environment.

- *The land is unsuitable for on-site waste disposal.*

Comment:

The WMP prepared by Larry Cook Consulting Pty Ltd adequately demonstrates that the proposed raised pressure-dosed absorption beds are suitable for the proposed development and the subject site. The design hydraulic load for the proposed system was based on a total of 20 persons (2,400 L/day), which is considered satisfactory having regard for the maximum client occupancy, staff, visitors and the facilities proposed.

The WMP took into consideration climatic conditions, site attributes and potential limitations (e.g. proximity to watercourse, depth to water table, presence of groundwater, flood potential, slope, soil permeability and drainage, erosion potential, available land area etc.) and the proximity of the proposed location of the system to adjoining properties. It also provided a soil assessment and the results of soil investigations which informed the proposed location of the system. Additionally, the report recommended that the aerated water

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

treatment system be of a commercial scale design that will effectively and efficiently treat the design hydraulic load with capacity to manage 'shock' loads (flow balancing).

The preferred option for disposal on the site was identified as being four raised pressure-dosed absorption beds which are proposed to be located immediately north of the proposed building. The size and spacing of the beds have been designed in accordance with the design hydraulic load (2,400 L/day) and the provisions of Australian Standard AS/NZS 1547:2012.

The absorption beds are setback 40m from the watercourse which is in accordance with the Environmental Health Protection Guidelines and Australian Standard AS/NZS 1547:2012.

- *Noise.*

Comment:

Noise generated from the development is considered to be compatible with adjoining development. The participants attending the facility have already undergone a withdrawal or detoxification program therefore the noise and stress of this process will not be present in this facility. The participants are attending the facility voluntarily and not from a court-enforced program. Also, this facility is not a psychiatric facility and not suitable for people who require that type of care.

- *All deliveries to the site will be during business hours.*

External activities will be restricted to reasonable hours (9am and 6pm) which will minimise the impact of noise on adjoining development. The proposed building is to be constructed of brick and will incorporate sound proofing to be compliant with the provisions of the Building Code of Australia. It is considered that the construction materials, location of the building on the site as well as the separation distances from the adjoining development and landscaping will minimise the impact of noise on adjoining development.

- *No rules on smoking or music.*

Comment:

As this will be privately operated transitional group home, a restriction on smoking or similar is a matter for the operator. However, a condition of consent has been included that requires the PoM to address the management of noise, including the playing of music, within and external to the dwelling. Smoking on private property is not illegal.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- *Light spill.*

Comment:

Lighting will be erected externally (on the building, access, and car parking areas) to the development for security as with any residential development. The proposed setbacks, location of adjoining dwellings/structures and proposed landscaping will reduce the impact of light spill onto adjoining development. Any lights erected externally will be conditioned to be installed to minimise overspill onto adjoining properties and vegetated areas.

- *Reduction in property values.*

Comment:

Land values are not a matter for consideration under s. 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and there is no evidence to suggest that the proposed development will have an impact on adjoining property values.

- *Bushfire and evacuation.*

Comment:

The amended Bushfire Protection Assessment, dated 19.06.2017 by Australian Bushfire Protection Planners has recommended:

- the building is constructed to comply with BAL29 which is primarily concerned with protecting the building from ember attack and burning debris ignited by wind borne embers and radiant heat up to and including 29kW/m².
- an inner protection area being 35m wide provided to the northwest, west and northeast boundaries of the property
- the installation of hose reels at the rear of the building
- 25,000 litre static water supply with pump
- An emergency management plan including staff and patrons training
- signage of access points.

Rural Fire Service trucks will be able to access the rear of the site between the proposed building and the watercourse to fight a bushfire. In addition, there is adequate defendable space around the dwelling.

The bushfire management plan and emergency management plan will detail evacuation of the facility during certain events and how the evacuation is to be undertaken. Staff will need to undertake training and participants will need to be inducted in terms of the requirements to be undertaken during a bushfire or evacuation situation.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

The amended bushfire assessment report was referred to RFS who have raised no objection to the proposed development subject to recommended conditions of consent.

- *Distance from emergency services.*

Comment:

The distance from emergency services is the same as the existing development on Glen Road. As part of the emergency management plan staff will have been trained to respond effectively to various emergency situations. The emergency services are located as follows:

- NSW Rural Fire Brigade - Ourimbah Creek Road, Ourimbah
 - NSW Fire Brigade – No. 8 Craftsman Avenue Berkeley Vale
 - Police – No. 9-11 Mann Street Gosford and 10 Alison Road Wyong
 - Ambulance – No. 241 Brisbane Water Drive Point Clare and Pacific Highway Wyong
 - State Emergency Services – Gosford and Wyong
- *There is a drug house in vicinity of the proposed development as well as pubs at Ourimbah and Niagara Park, what danger will this present to the participants.*

Comment:

Participants are attending the program of their own free will to overcome drug and/or alcohol addiction therefore it is anticipated they will not be seeking to obtain drugs or alcohol. They have the ability to leave the program if they no longer want to participate and abstain from drugs or alcohol.

- *Lack of community involvement.*

Comment:

The development application was notified for a period of 30 days. In addition, as part of the development of the Social Impact Assessment (SIA) prepared by Aigis Group, the consultant sent letters to households/residents on Glen Road inviting them to attend a community meeting to discuss the proposed development. Additionally, residents were able to provide comments in writing or by telephone. These comments were taken into consideration in the preparation of the SIA.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- *Adequate drug and alcohol facilities on Central Coast.*

Comment:

Wyong Hospital offers an inpatient drug and alcohol detoxification program and there are four drug and alcohol residential providers on the Central Coast. One is for females only, two are male only and the other caters for both male and females.

Whether or not there is an over or under supply of social services of this nature available on the Central Coast is not a consideration under s. 4.15 of the EP&A Act in the assessment of the application.

- *No landscaping report.*

Comment:

A landscape report and plan were submitted with the application and are available on Application Tracking on Council's website. Landscaped areas are proposed around the development. Refer to the development plans within Attachment 3.

- *Social Impact Comment (SIC) inadequate and superficial.*

Comment:

The SIC provided at the time of lodgement was not considered to be adequate by Council staff and the applicant was requested to submit a SIA. An SIA was lodged with Council on 21 July 2017 and was considered to be satisfactory by Council's Social Planner. Both of these documents are available to be viewed on Application Tracking on Council's website.

- *No details of solar power provided and regular interruptions to power.*

Comment:

Details of the solar power system have not been provided. The development proposes the installation of a solar power system which will enable the development to address any interruption to reticulated power. A solar energy system less than 10kW is classified as exempt development and as such no further detail is required as part of this development application.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- *Future uses of building.*

Comment:

Any future change of use of the building would require the prior development consent from Council and would need to be a use permissible within the E4 Environmental Living zone under the WLEP 2013.

- *No details on disability access and egress have been provided.*

Comment:

A Building Code of Australia Assessment Report by Building Innovations Australia dated 01/02/2017 was submitted at the time of lodgement of the application and available to Application Tracking, which addresses disability access and egress. Disability access for new buildings is assessed at the Construction Certificate stage.

Public Authority Consultation

The development application was referred to the following public authorities:

- NSW Rural Fire Service

The application was originally referred to the RFS as integrated development as a transitional group home and was considered a special fire protection purpose under s. 100B of the *Rural Fires Act 1997*. The applicant contested the integrated referral process and the RFS agreed to assess the application and provide comment under the former s. 79BA (now s. 4.14) of the EP&A Act. The RFS raised no objection to the proposal or APZ's proposed subject to conditions of consent.

- NSW Police

The application was referred to the NSW Police for comment on 12 February 2017; however, no comments have been received. Under Council's Consultation Protocol with Tuggerah Lakes Local Area Command, Council may assume no objection to the proposal if NSW Police does not comment within 28 days from receipt of the application. As a matter of courtesy, Council did contact NSW Police before the development application was placed on the business paper and no comment was provided, therefore Council will assume they have no objection to the proposed development.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

Internal Consultation

The development was referred to the following internal officers and the following comments have been provided: -

- Health and Building Surveyor

The WMP, Report No.17010-B dated 6th February 2017, prepared by Larry Cook Consulting Pty Ltd has been reviewed by Council's Health and Building Surveyor who raised no objection to the proposed on-site sewage management system. A condition of consent will require the developer to lodge an application under s. 68 of the LG Act for the installation of the on-site sewage management system.

- Development Engineer

The application has been assessed by Council's Development Engineer who raised no objection to the proposed development subject to conditions relating to access, stormwater, and car parking being included on any consent issued by Council. The conditions relating to these requirements are No.s 2.3, 2.5, 2.6, 5.11 and 5.13.

- Ecologist

Council's Ecologist has assessed the ecological impact of the proposed development in accordance with s. 4.15 (former ss. 5A and 79C) of the EP&A Act and the *Environment Protection and Biodiversity Conservation Act 1999* and has concluded that the proposed development (demolition, construction, installation and operation of the on-site waste facility) is not likely to have significant direct or indirect impacts on the Lowland Rainforest EEC. It should be noted that the development application was lodged prior to commencement of the *Biodiversity Conservation Act 2016*. The development will be conditioned to provide a Vegetation Management Plan for weed control and regeneration in the Lowland Rainforest and remaining vegetated areas of the property.

The subject site is not part of any habitat fragments, in accordance with the *Squirrel Glider Conservation Management Plan* (Smith 2002). Vegetation in the northern section of the site is within a corridor mapped by Payne. The proposed development does not involve removal or disturbance of habitat for the Squirrel Glider and therefore, further assessment is not required.

- Section 7.11 Contributions Officer

The application has been assessed by Council's s. 7.11 (formerly s. 94) Contributions Officer who has raised no objection to the proposal subject to a condition requiring the payment of s. 7.12 (formerly s. 94A) contributions prior to issue of the Construction Certificate.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- Social Planner

Council's Social Planner has reviewed the Statement of Environmental Effects (June 2017), PoM (June 2017), SIA (Aigis Group July 2017) and CPTED Assessment (James Marshall July 2017) that accompanied the development application and considers the proposed development satisfactory with regard to social impacts in the locality.

- Traffic and Transport Engineer

The application has been assessed by Council's Transportation Engineer who has indicated that they have no objection to the application based on traffic generation.

Ecologically Sustainable Principles:

The proposal has been assessed having regard to ecologically sustainable development principles and is considered to be consistent with the principles.

The proposed development is considered to incorporate satisfactory stormwater, drainage and erosion control and the retention of vegetation where possible and is unlikely to have any significant adverse impacts on the environment and will not decrease environmental quality for future generations. The proposal does not result in the disturbance of any endangered flora or fauna habitats and is unlikely to significantly affect fluvial environments.

Climate Change

The potential impacts of climate change on the proposed development have been considered by Council as part of its assessment of the application.

This assessment has included consideration of such matters as potential rise in sea level; potential for more intense and/or frequent extreme weather conditions including storm events, bushfires, drought, flood and coastal erosion; as well as how the proposed development may cope/combat/withstand these potential impacts. In this particular case, the following matters are considered to warrant further discussion, as provided below: -

Bushfire Protection: The site is identified as bushfire prone land and was referred to the RFS who have provided comment on the proposal and recommended conditions relating to bushfire mitigation measures.

Assessment

Having regard for the matters for consideration detailed in s. 4.15 of the EP&A Act and other statutory requirements, Council's policies and s. 10.7 Certificate details, the assessment has identified the following key issues, which are elaborated upon for Council's information. Any tables relating to plans or policies are provided as an attachment.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

s. 4.15 (1)(a) of the EP&A Act: Provisions of any environmental planning instruments/Plans/Policies

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

A BASIX certificate is required to accompany a development application for a new dwelling in accordance with the provisions of this State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004. However, a BASIX certificate is not required for buildings classified as 'class 3' and 'class 5' under the Building Code of Australia. The proposed building is classified as class 3 and class 5 therefore does not require a BASIX certificate.

State Environmental Planning Policy (Affordable Rental Housing) 2009

Although the applicants are proposing a transitional group home, they are not relying upon the provisions of SEPP ARH 2009 for permissibility or assessment purposes. However, clause 46 of SEPP ARH 2009 still requires the consent authority to have consideration for the provisions outlined with this clause:

- (1) A consent authority must not:
 - (a) refuse consent to development for the purpose of a group home unless the consent authority has made an assessment of the community need for the group home, or
 - (b) impose a condition on any consent granted for a group home only for the reason that the development is for the purpose of a group home.
- (2) This clause applies to development for the purpose of a group home that is permissible with consent under this or any other environmental planning instrument.

An assessment of the community need for the proposed transitional group home has been undertaken within the SIA provided by Aigis Group. The SIA has had regard for the community need for the development as follows:

"... alcohol related hospitalisations appear to be more prevalent on the Central Coast than in NSW more broadly. Additionally, although drug related hospitalisations are lower, the incident rates for each type of hospitalisation suggest that service demand may be, on average, higher on the Central Coast, assuming a relationship between prevalence and ultimate need for treatment interventions.

Although a precise number of persons seeking drug and alcohol rehabilitation services, or participating in behaviour that may result in them doing so at some stage, cannot be accurately assessed on available data, it is evident that there is likely to be demand for services. As the population in the former Wyong Shire Council (WSC) LGA is expected to

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

increase by approximately one-third over the next 15 years, and by 8% in the former Gosford City Council (GCC) area, demand is likely to increase proportionately at least.

In addition to the beneficial outcomes for individual participants who avail themselves of the proposed services, there are likely to be extended benefits to the broader community, in particular, persons associated with a participant. 29% of Australians are negatively affected by the drinking of people known to them, and one (1) in 12 Australians aged 14 years and over (8.3%) have been the victim of an illicit drug-related incident. This would indicate that a much larger proportion of the population than the participant alone, is likely to benefit from the successful delivery of the services to be provided".

There are three existing services identified within the Local Government Area (LGA), The Glen (Chittaway Point), Kamira (Wadalba) and Dooralong Transformation Centre (Dooralong). In view of the relative prevalence of problematic drug and alcohol use, and the location of the proposed development in respect of existing alternative services, the proposed development is likely to provide a beneficial service within the LGA and surrounding areas.

The SIA prepared by Aigis Group establishes that there is a community need for drug and alcohol rehabilitation facilities to address the prevalent issues within our society and benefit the participants (address their addiction and improve social and personal functioning) and other people associated with them including family, friends and employers. In addition, there are a limited number of facilities in the area and the prospect of increasing population growth indicate that there will be ongoing demand for such services. Also, the SIA indicates that the proposal will have a beneficial socio-economic impact on the community. Council supports this analysis and considers there is a community need for such a facility.

State Environmental Planning Policy 55 - Remediation of Land

Clause 7(1) of this State Environmental Planning Policy 55 - Remediation of Land states that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated and if it is, is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purposes for which the development is proposed to be carried out.

In this instance, the subject site has been used for rural residential purposes and it is unlikely that there are any contaminants present that would require remediation in order to make the site suitable for its proposed use, therefore Council is satisfied the land is not contaminated.

State Environmental Planning Policy 44 - Koala Habitat Protection

This State Environmental Planning Policy 44 - Koala Habitat Protection aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas. This SEPP applies to any land, which together with any adjoining land in the same

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

ownership, exceeds an area of one hectare whether or not the development application applies to the whole or only part of the land.

The subject site has an area greater than one hectare. Council's Ecologist did not observe any Koala feed trees in the area to the south of Dog Trap Gully and therefore, the area in which development is proposed does not comprise potential or core Koala habitat.

Wyong Local Environmental Plan 2013

Permissibility

The subject site is zoned E4 Environmental Living under the provisions of the WLEP 2013. The proposed development is defined as a *transitional group home*. A transitional group home is defined as follows:

Group home (transitional) or transitional group home means a dwelling:

- (a) *That is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodgings is required, and*
- (b) *That is used to provide temporary accommodation for relief or rehabilitation of people with a disability or for drug or alcohol rehabilitation purposes, or that is used to provide half-way accommodations for persons formerly living in institutions or temporary accommodation comprising refuges for men, women or young people, but does not include development to which State Environmental Policy (Housing for Seniors or People with a Disability) 2004 applies.*

A dwelling is defined as follows:

Dwelling means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.

The proposed development is considered to satisfy the above definitions and is properly characterised as a dwelling that will be occupied by persons as a single household which will provide paid supervision and care and temporary accommodation (6-12 weeks) for people who are undergoing drug and alcohol rehabilitation.

A transitional group home is permissible with consent in the E4 Environmental Living zone under the WLEP 2013.

Relevant Clauses of the WLEP 2013

The development application has been assessed against the following relevant clauses of the WLEP 2013:

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

- Clause 2.3 – Zone Objectives and Land Use Table

The objectives of the E4 Environmental Living zone under the WLEP 2013 are as follows:

- *To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.*
- *To ensure that residential development does not have an adverse effect on those values.*
- *To allow additional land uses that will not have an adverse impact on those values.*

The subject site has been identified as containing vegetation that has ecological and aesthetic value. The proposed dwelling is located within an existing cleared area of the site and is setback from the vegetation with ecological and aesthetic value. Therefore there will be no direct or indirect impacts on the ecological and aesthetic values of the site including existing EEC's.

Even though the development proposes variations to the front and side setbacks and height, the shape of the allotment, design of the building and proposed landscaping results in a development that is considered to be compatible with the adjoining development and will not be visually intrusive on the surrounding environment.

The E4 Environmental Living zoning under the WLEP 2013 allows for additional land uses providing that use does not impact on the ecological, scientific or aesthetic values of the area. The use of the site for the purposes of a transitional group home will not impact on these values given the siting of the development which satisfactorily responds to the known constraints of the site.

- Clause 2.7 - Demolition requires development consent

This clause requires development consent for demolition of a building. Consent is sought under this application for the demolition of all existing structures on site.

- Clause 7.2 - Flooding

The aim of this clause is to maintain existing flood regimes and flow conveyance capacity and enable safe occupation of land in a flood event. Before granting consent to a development Council must be satisfied that the development will not adversely affect flood behaviour, alter flow distributions and velocities, and will enable safe occupation and evacuation.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

A watercourse traverses the site, as such part of the subject site has been identified as being affected by the 1% AEP flood event. The proposed development is located above the flood prone area and will therefore not impact on any flood waters or alter the flood regimes or flow conveyance capacity.

- Clause 7.9 – Essential Services

Council is required to ensure that services such as water, sewer, electricity, stormwater drainage and road access can be adequately provided. The proposed development has adequately provided all services for the development including rainwater tanks, an on-site sewage management system, electricity and solar electricity and vehicular access from Glen Road.

The land falls towards the watercourse which traverses the site. A concept stormwater management plan has been included with the application proposing to discharge roof water to a rainwater reuse tank located at the north eastern corner of the building with overflows directed towards a headwall outlet adjacent to the eastern boundary. All flows are to be dispersed and spread from the headwall outlet towards the watercourse. Stormwater management on site is considered satisfactory.

s. 4.15 (a)(iii) of the EP&A Act: Provisions of any development control plan:

Wyong Development Control Plan 2013

The following is an assessment of the proposal against the relevant Chapters of the WDCP 2013: -

- Chapter 2.1 – Dwelling houses, secondary dwellings and ancillary structures

The proposal is seeking variations to height and the front and side setbacks. These variations are discussed below.

Building Height

Dwellings proposed in areas that are not mapped by WLEP 2013 can have a maximum height of 10m under Chapter 2.1 of WDCP 2013 and shall generally not exceed two storeys. However, three storey dwellings may be supported on sloping sites where the three storey component extends for only a small section of the dwelling or where the lowest storey is contained predominantly within the basement level below natural ground and the maximum building heights are not exceeded.

The development proposes a maximum height of 11.3m for a portion of the rear of the building, which is a variation of 1.3m or 13%. However, the majority of the building has a

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

height of 10m or less. The area of non-compliance is indicated within Figures 19, 20 and 21 below.

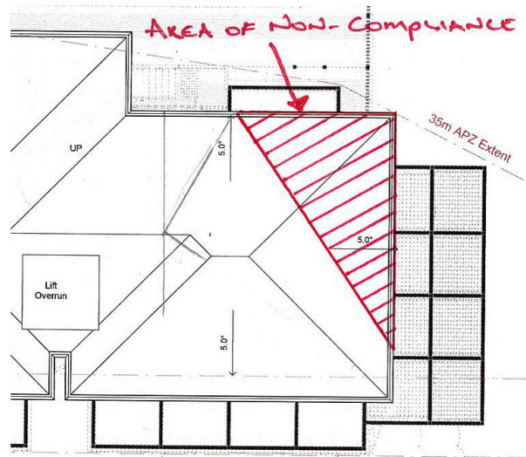


Figure 19 - Roof plan

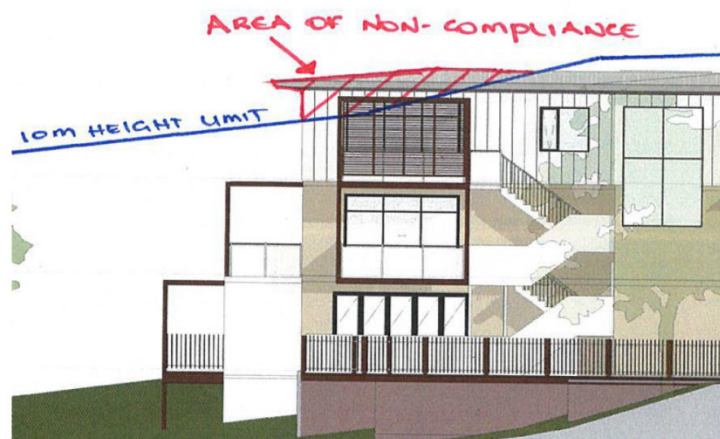


Figure 20 - Western elevation

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)



Figure 21 - Rear (northern) elevation

Applicants Submission

The proposed transitional group home is approximately 11.3m in height. This minor non-compliance is a result of the need to provide a development compatible with adjoining and adjacent development, through the provision of the lower ground floor to accommodate basement parking.

The ridge heights of the adjoining buildings is as follows:

72 Glen Rd - RL 70.55m (eastern neighbour)

74 Glen Rd - RL 76.60m (subject site - existing dwelling)

76 Glen Rd - RL 75.15m (western neighbour)

The roof level (not ridge height) for the proposal is RL 74.45m and the ridge height is RL 75.2m. This places the proposed ridge height 1.4m lower than that of the existing dwelling on the site.

Only a minor portion of the roof at the rear of the building, now slightly exceeds the 10.0m height by a minor amount, with the majority of the proposal being well beneath the maximum. The front portion of the building in particular, sits more than 3.0m below the maximum height.

This minor encroachment then, is limited to a minor portion of the rear of the building, and is driven by the slope of the site at that point. The total area of the roof which exceeds the height has been calculated to be 27m², which is approximately 4% of the total roof area.

The proposed minor non-compliance occurs for only a portion of the building, and will not have a significant impact on adjoining development in regards to overshadowing, views or privacy.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

The design is considered to provide a greater design outcome through the provision of basement parking as opposed to parking being provided at ground level - giving the appearance of a conventional dwelling.

Three storeys are proposed given the site's steep topography. The majority of the lower ground level is provided as basement parking.

Assessment Officers Comments

The subject site falls from Glen Road to the watercourse which traverses the site. Excavation is proposed to enable car parking and other facilities to be provided under the building to reduce the car parking in front of the building and have a building that is two storeys on Glen Road. The development comprises a two storey component at the frontage of the site and three storeys as the development is stepped down the slope of the site. This encroachment of the 10m height requirement is for a short distance to the rear north western corner of the first floor and comprises an area of approximately 27m² or 4% of the proposed roof area. The majority of the height of the development is equal to or below the 10m height requirement.

Having regard for the building height objectives and given the orientation of the allotment and proposed development, the location of the adjoining dwellings and the orientation of their outdoor living areas, and the separation distances of 25m (east) and 30m (west) from adjoining dwellings, the variation to building height is not considered to impact on neighbouring properties in terms of visual bulk, access to sunlight, privacy and views. The height and scale of the proposed development is considered to be compatible with the scale and height of dwellings located in the immediate area and the surrounding locality and adequately responds to the natural topography of the site. Moreover, the portion of the development that is non-compliant is located at the rear of the development away from the road.

Setbacks – Large Lots

Under this section, dwellings on lots with a site area greater than 4,000m² require the following setbacks:

- Front – 20m
- Side – 10m
- Rear – 10m
- Watercourses – 40m

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

The development proposes the following setbacks:

- Front – 19m to 28m which is a variation of 1m or 5%
- Side – 6m to 29m and 7m with first floor wall 10m and balcony 7m, variations 4m or 40% and 3m or 30%
- Rear – greater than 10m
- Watercourses – 40m

Applicants Submission

Front Setback

It must be highlighted that the subject site has a highly irregular shape, with a correspondingly irregular orientation from the road to any building on the site.

In reviewing the proposed plans, and Council's DCP, the definition of "building line, or setback" was reviewed. This definition is shown below:

A building line or setback is the shortest horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary and:

- *a building wall, or*
- *the outside face of any balcony, deck or the like, or*
- *the supporting posts of an open roofed structure such as a carport, verandah or the like*

When assessing the proposal against this control, it is noted that the shape and orientation of the front boundary add another dimension to the consideration of setbacks. As illustrated in the plan extract below, the strict application of the above definition (90 degrees from the boundary) means that the front setback for the property actually only applies to a very minor portion of the front awning. This minor encroachment could be classified as being within the articulation zone as allowed for under DCP Chapter 2.1 and fully complies with the requirements for an articulation zone.

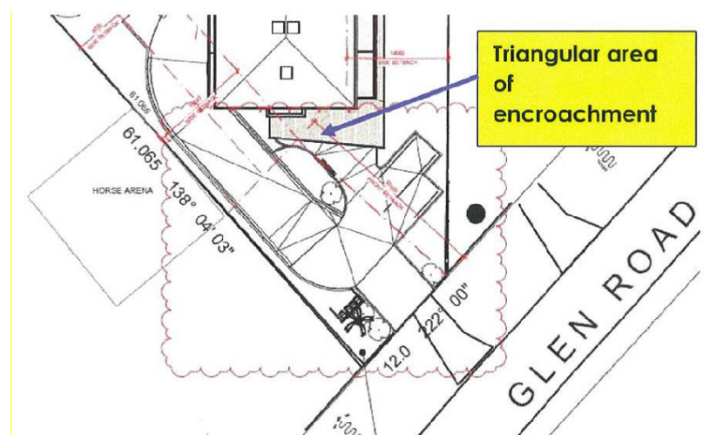


Figure 22 - Area of non-compliance for front setback

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

As demonstrated within the submitted amended plans, the front awning has none the less been reduced by 1.0m in depth, so as to minimise this minor encroachment, resulting in the encroachment shown above (refer Figure 22).

This encroachment is considered as relatively minor. It is further noted that the proposed building is behind the line of the current carport on the site; and behind the line of the garage structure on the immediately adjoining property to the west, as demonstrated below (refer Figure 17 above).

The site, despite its size, has an extremely narrow road frontage, measuring only 12.0m, as opposed to the adjoining properties which have road frontages of approximately 100m and more. This fact was actually one of the reasons why the proponent chose the subject site for this proposal, as such, a narrow frontage actively facilitates a level of privacy for the residents of the site. Beyond this, the narrowness of the street frontage; the angle of that front boundary when compared to the dwelling; and the proposed landscaping to the front of the site all combine to ensure that the front of the dwelling will be largely shielded from the road, and does not represent a significant component of the streetscape. This was in fact, one of the issues discussed extensively with Council during the design stage.

Assessment Officers Comments

The subject site has a 12m frontage to Glen Road and is an irregular shaped allotment as indicated in Figure 23 below.



Figure 23 – Aerial photograph depicting front setbacks of adjoining properties

A triangular portion of the front of the development incorporating a bedroom on the ground and first floors as well as the entry and a balcony, protrude into the 20m front setback area.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

This area of non-compliance comprises approximately 10m² on each floor. This area of non-compliance is depicted within Figures 24 and 25 below.

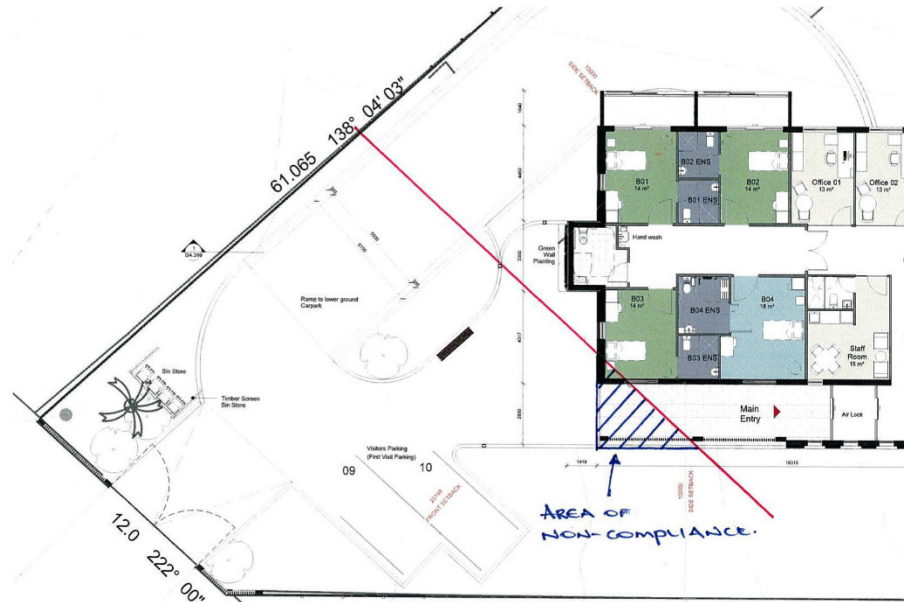


Figure 24 - Ground floor area of non-compliance front setback



Figure 25 - First floor area of non-compliance front setback

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

Under the provisions of Chapter 2.1 of WDCP 2013, architectural elements such as entry features or porticos, balconies, deck, patios, window treatments and awning are permitted within the articulation zone located within the front setback area. The development proposes an awning within this articulation zone and as such the awning is not included as part of the area of non-compliance.

The proposed building has a minimum front setback of 19m and a maximum setback of 28m. The proposed variation of 1m is considered minor and compatible with adjoining development which are setback approximately 23m (dwelling) and 20m (horse arena) and 13m (dwelling), as indicated in Figure 26 below.

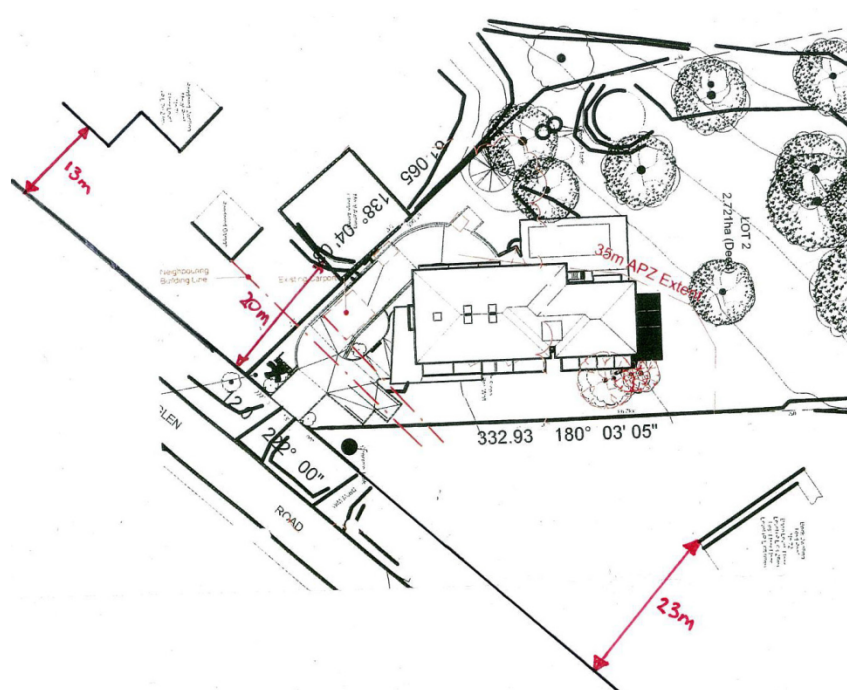


Figure 26 - Setbacks of adjoining development

In addition, the incorporation of an awning within the articulation zone provides an additional element to the front façade to provide visual interest to the building and as such the proposed variation has minimal impact upon the streetscape.

Applicants' Submission

Side Setback

The proposed development provides a non-complying side setback of approximately 6m to the western side boundary and 7m to the eastern side boundary.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

Given the irregular shape of the subject site, and with the main design aim to provide a building consistent with surrounding rural residential development, a variation to the side setbacks is required.

Despite the proposed variation, it is considered that the development represents a greater design outcome than that of a building with an irregular shape and complying side setbacks, in that the proposed design appears as a conventional dwelling, compatible with adjoining and adjacent development.

It should also be noted that the reduced side setbacks will have no impact on the neighbours which directly adjoin the subject site, given that the dwellings located on these properties are located approximately 30m or more from the proposed development, and given the outbuildings (i.e. metal awning/horse area located along the boundary of the adjoining property to the west), and vegetation/landscaping in between.

The proposed setbacks are considered to be compatible and consistent with adjacent developments. In making this observation, the following existing non-compliances are noted, with the numbering reflecting the aerial image (Figure 27) below:

- 1. Subject site - The existing carport is situated approximately 1.5m from the western site boundary;*
- 2. Lot 1 DP 801944 - The roofed horse arena on this site, which sits to the west of the subject property is located less than 1.0m from the site boundary, with an approximately 10.0m-12.0m length of roofed structure facing the subject site;*
- 3. Lot 12 DP 792958 - The existing dwelling on this site, being the lot to the west of Lot 1 DP 801944, and with a similar front boundary arrangement to the subject site has a side boundary setback of approximately 5.0m-6.0m when measured using aerial imagery. It is further noted that the front boundary of Lot 12 is significantly larger than that of the subject site, meaning that dwelling is much more visible from the street than the proposal will be;*
- 4. Lot 11 DP 792958 - The existing dwelling on this site, being the lot to the west of Lot 12 DP 792958, has a side boundary setback of approximately 5.0m-6.0m when measured using aerial imagery;*
- 5. Lot 53 DP 5631 - The existing dwelling on this site, being to the east of the eastern neighbour (Lot 52 DP 5631) appears to be sited less than 5.0m from the western site boundary (based on aerial imagery).*

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)



Figure 27 - Setbacks of adjoining developments

The proposed side boundary setback is therefore considered to be consistent with existing setbacks within the subject site, and within other sites within close proximity. Being consistent with the existing development within the area - and being on a site with such a short, and relatively screened street frontage, it is not considered that the proposed encroachments are contrary to this objective.

The proposed side boundary setbacks are not considered to impact on the views, privacy, or solar access of the adjoining properties. In relation to the question of views, each of the adjoining dwellings are designed and oriented to enjoy the views to the north, being out across bushland.

In the case of the property to the east, the existing dwelling has no living areas facing the subject site, and has the pool, yard and balcony all facing the north. The proposed building therefore, will not overlook any private areas within the adjoining site. Additionally, the adjoining dwelling is set well back from the street, meaning that only the driveway comes close to the proposed building. Beyond these points, there is also a line of established trees alongside the existing driveway which offer additional screening.

In the case of the building to the west, as noted previously, the existing dwelling is sited approximately 30m from the relevant side boundary and separated by a roofed horse arena, garage, and a substantial tree. Additionally, this dwelling is oriented to the rear (north).

The portion of the subject building which encroaches on the side setback is located adjacent to the adjoining horse arena, with the remainder of the building (approx. 80%) along that side actually substantially exceeding the minimum setback requirement.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

Assessment Officers Comments

The area for development potential of the subject site is limited due to the irregular shape of the subject site, small frontage to Glen Road (12m), and the requirement for the development to have a 35m wide APZ.

A portion of the proposed development encroaches on the 10m side setback resulting in a total non-compliance of 192m² or 19% of the development. This encroachment of the 10m setback is for a short distance on the western elevation and the full length of the development on the eastern elevation (refer Figures 28 and 29). The majority of the length of the western portion of the development is equal to or greater than the 10m setback requirement. A triangular area of the south western portion of the ground floor and first floor protrude into this 10m setback area by 4m. This area of non-compliance comprises part of the bedroom and adjoining balcony on each floor with an area of approximately 15m² each.

On the eastern side of the development, the entry, part of the waiting area, kitchen and dining area on the ground floor protrude into the 10m setback and on the first floor the balconies all protrude into the 10m setback. This area of non-compliance comprises approximately 79m² on each floor. On the first floor, the wall of the development is setback 10m and the balconies are setback 7m. These areas of non-compliance are depicted in Figures 28 and 29 below.

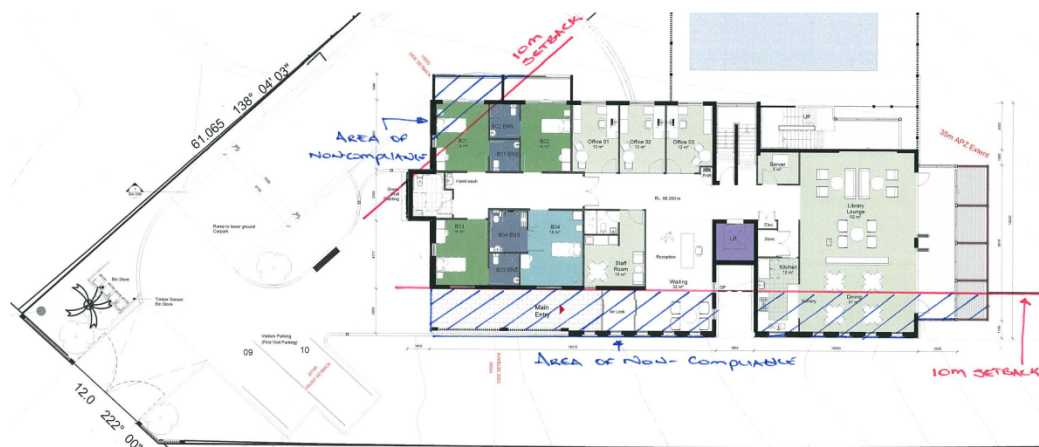


Figure 28 - Ground floor

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)



Figure 29 - First floor

The adjoining dwelling on the western side is located approximately 30m from the closest portion of the development with a large metal awning/horse training area adjacent to the common boundary, providing a buffer to the proposed development. The inclusion of screens on the balconies will also assist in reducing any perceived impact of the development on the adjoining property as well as the inclusion of landscaping along the side boundary. The landscape plans indicate that the plantings on the boundary between 74 and 76 Glen Road will comprise *Syzygium Australe* (Brush Cherry) with a height of 6m.

The adjoining dwelling on the eastern side is located approximately 25m to the north of the rear of the development. The design of the dwelling at No. 72 Glen Road is such that the windows facing towards No. 74 Glen Road are bedrooms and a bathroom on the first floor and garage doors on the ground floor. The openings to the lounge room on the first floor open to the northern side of the dwelling. This adjoining dwelling has been cut into the site with a driveway along the common boundary between the two properties. This cut ranges from 0m to 3m.

There is currently vegetation on the adjoining property boundary between 72 and 74 Glen Road which comprises *Acacias* (Wattles) and *Glochidion ferdinandi* (Cheese Tree) and have approximate heights of 3-4m. The landscape plans submitted with the application indicate substantial landscaping along the eastern boundary which will comprise *Tristanopsis laurina* (Water Gum) with a maximum height of 5m, *Acmena smithii* (Lilly Pilly Backyard Bliss) with a maximum height of 3m and *Hymenosporum flavum* (Native Frangipani) with a maximum height of 4m to increase privacy and maintain amenity between the two developments (refer to Figure 31 below). In addition, louvered screens are proposed on the balconies of the proposed bedrooms. Figure 30 below, indicates the location of the proposed development and landscaping in relation to No. 72 Glen Road, which demonstrates that the proposed development does not extend beyond the front south western corner of the existing dwelling, therefore minimising the impact of privacy.

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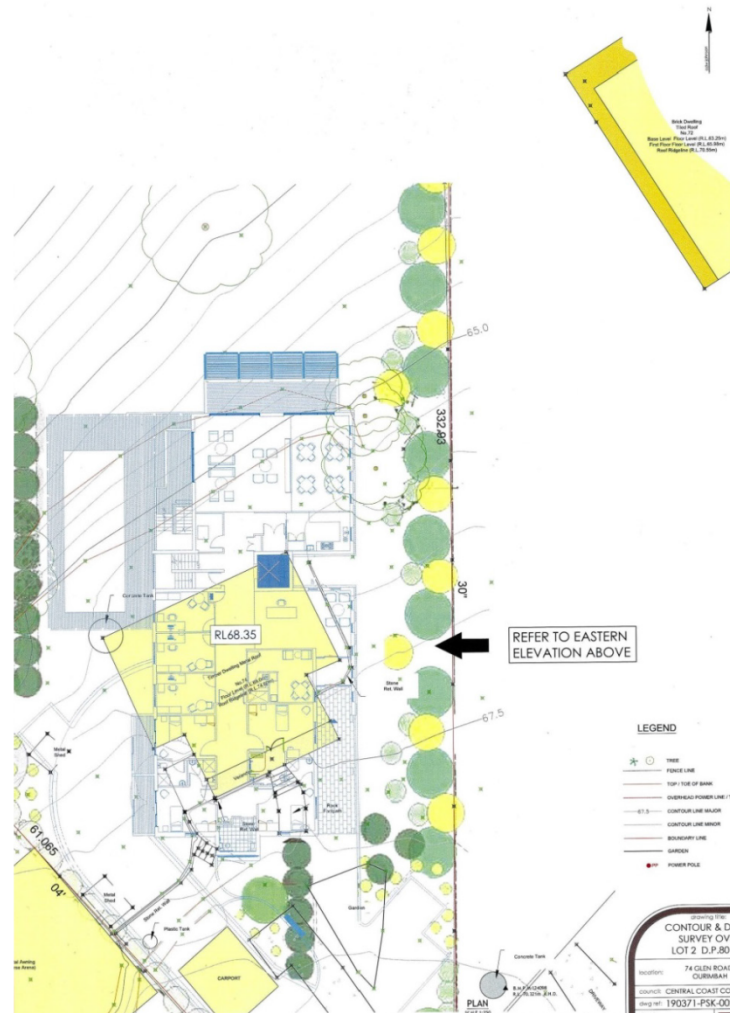


Figure 30 - First floor of development with proposed landscaping in proximity to No. 72 Glen Road

It is considered that the variation to the side setback of 3m will result in negligible impact and will not create any visual or amenity issues for the adjoining property at No. 72 Glen Road due to the separation distance of approximately 25m, the existing cut and vegetation as well as the proposed additional landscaping on the boundary. In addition, the variation to the side setback on the western side of the development is considered minor and will have minimal impact on the adjoining property at No. 76 Glen Road due the separation distance of approximately 30m, the location of existing structures on the adjoining property boundary and inclusion of additional landscaping. As such, the variation is considered reasonable and warranted in this instance.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

Despite the non-compliance with the 10m setback requirement, there is adequate area available on each side of the development to provide both soft and deep soil landscaping to retain existing vegetation and accommodate new landscaping. The plan below indicates the proposed landscaping for the development.

The landscape plans do not differentiate between the size of plantings to be utilised for the development. A condition of consent will require the planting of established plants (14L or 27L containers and will grow to heights of 3-5m depending upon the species) (as shown on the landscape plan indicated in Figure 31), especially within the front and side setbacks. This is to enable the development to be adequately screened from adjoining properties in a quicker timeframe.

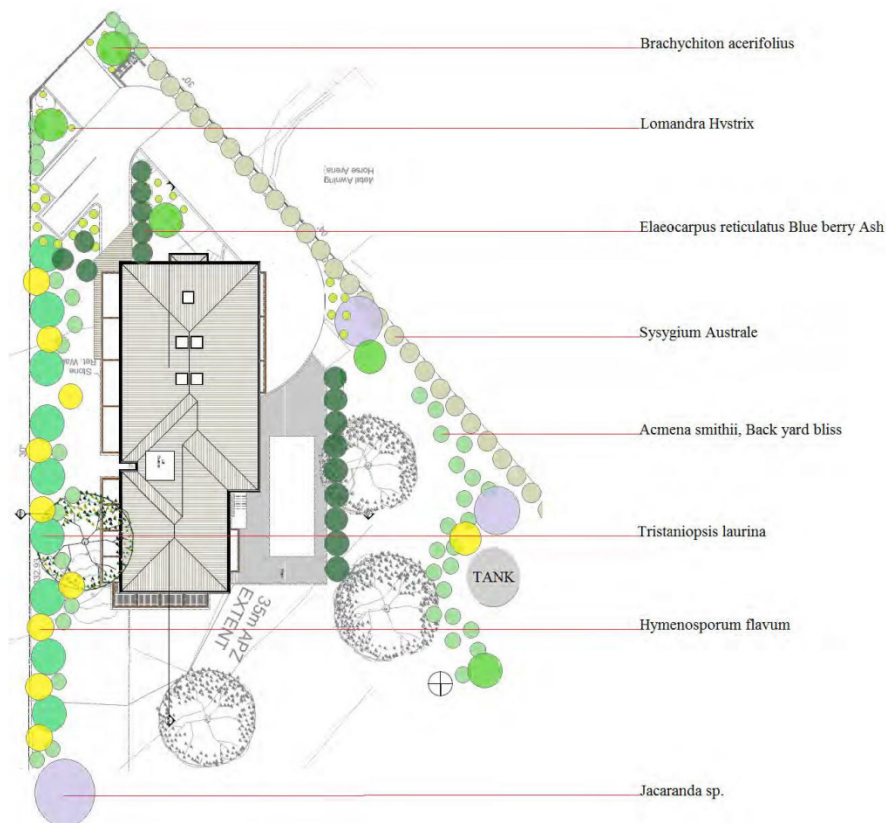


Figure 31 - Landscaping plan

In addition, the proposed side setbacks are considered to be compatible with existing development in proximity to the subject site, which have setbacks less than the required 10m.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

▪ Chapter 2.11 – Parking and Access

This Chapter does not provide specific parking requirements for group homes, however a dwelling requires the following car parking: -

- 1 space per dwelling if 3 or less bedrooms
- 2 spaces per dwelling if 4 or more bedrooms
- At least one fully enclosed garage carpark is required for new dwellings in urban areas.

Applicants Submission

The proposed development provides 10 parking spaces. This number has been derived taking into consideration the number of staff and potential visitor numbers and the fact that none of the participants will have a vehicle on site.

In addition, delivery and service vehicles will be able to utilise the parking spaces within the front setback area in front of the development. Suitable manoeuvring and reversing areas have been provided for these delivery/service vehicles. These areas have also been located separate to the basement parking and pedestrian areas so as to avoid any potential conflicts.

The basement car park provides eight spaces including one accessible space. This accessible space has been located directly opposite the lift. Adequate circulation space and gradients have been provided to allow satisfactory access for people with a disability.

Assessment Officers Comments

It is considered the number of parking spaces is satisfactory as the number adequately responds to proposed staff numbers, admission/departure days, and the number of visitors and deliveries anticipated.

Earthworks are proposed for the development including a cut of approximately 2.75m for the excavation of the lower ground car park. The lower ground car park has been designed by TEF Consulting to comply with the requirements of Australian Standard AS2890.1 Parking Facilities – Off-street Car Parking for the one-way circulation of vehicles. The proposed driveway has a two-way width to ensure safety and efficiency of movements on the curved ramp. One-way movement controls consisting of a convex mirror, the installation of a giveaway sign and line marking for incoming vehicles at the location which enables safe passing of the exiting vehicle has been proposed. These measures are considered acceptable.

The majority of vehicular movements will be when staff are arriving or leaving in the morning or afternoon. A conflict between opposing movements is highly unlikely due to the proposed staff numbers and designated times for admissions, discharges and visitors.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

▪ Chapter 3.1 – Site Waste Management

A site waste management report detailing demolition, construction and on-going waste management was submitted with the application, which is considered adequate and therefore satisfies the requirements of Chapter 3.1.

▪ Chapter 3.8 – On-Site Effluent Disposal in Non Sewered Areas

This Chapter provides details of Council's requirements for on-site disposal of effluent from development on non-sewered land. Development applications are to submit an on-site sewage management site feasibility report from an appropriately experienced and qualified geotechnical engineer/wastewater consultant in accordance with Australian Standard 1547:2012 On-Site Domestic Wastewater Management and the NSW Environment and Health Protection Guidelines: On-Site Sewage Management for Single Households 1998.

An on-site sewage management site report or WMP, prepared by Larry Cook Consulting Pty Ltd, has been submitted with the application and concludes that the geology, soil characteristics and attributes, available land for on-site application and local climate, allow treated wastewater to be disposed on-site via an approval disposal method. The report recommends the installation of raised pressure-dosed absorption beds with an area of 170m² to cater for the hydraulic load of the development of 2,400L/day for 20 persons. The optimal location for this disposal system is close to the rear of the proposed dwelling. The construction of the raised beds will need to be carried out by a qualified plumber/installer with experience in constructing these disposal devices.

The proposed beds are setback a minimum of 40m from the intermittent watercourse and are located above the 1% AEP flood event.

The proposed absorption method is considered satisfactory and a condition will be placed on the consent requiring a separate application under s. 68 of the LG Act to be lodged for the installation of a new on-site effluent disposal system to cater for the proposed development.

s. 4.15 (1)(b) of the EP&A Act: Likely impacts of the development:

a) Built Environment

A thorough assessment of the proposed development on the built environment has been considered in terms of SEPP BASIX, SEPP ARH 2009, SEPP 44, SEPP 55, WLEP 2013 and WDCP 2013 compliance and in terms of the submissions received. It is considered on balance, the potential impacts are considered reasonable.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

The subject site is located within a rural residential area and the proposed development is located in proximity to Glen Road within an existing cleared area. The proposed development is not anticipated to adversely impact on the ecological or aesthetic values of the area or attributes of the site and is not expected to impact adjoining development. Moreover, the footprint of the proposed development is similar in size and location to existing development along Glen Road.

b) Natural Environment

The site has a long history of rural residential use. The development proposes the removal of five trees comprising one native and four exotics and more plantings are proposed in excess of what is proposed to be removed. Therefore the development is considered reasonable in terms of impact on the natural environment. All relevant issues regarding the likely impacts on the natural environment have been considered and determined to be reasonable for the proposed development.

c) Social Impact

The proposed development will have a social benefit as an additional facility will be provided to address an increasing community addiction to drugs and alcohol, enabling persons who have undergone a withdrawal program to address their addiction in a controlled environment. The facility will not only benefit the person with the addiction, but family, friends, employers and the community as the program assists people to address their drug use as well as seek improvements to social and personal functioning and enter back into society with skills to address their addiction.

Aboriginal Cultural Heritage

A search of the Aboriginal Heritage Information Management System for the subject site and adjoining areas was undertaken which determined that there are no Aboriginal sites or places recorded in or near the subject site.

d) Economic Impacts

The proposed development will create employment during construction and employ a minimum of five staff as well as additional employment through the procurement of goods and services for the operational facility.

In addition, the proposed development will provide a socio-economic benefit by rehabilitating people with a drug and alcohol addiction to enable them to continue or gain employment.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

s. 4.15 (1)(c) of the EP&A Act: The suitability of the site for the development:

A review of Council's records identifies the following constraints:

Flooding

The subject site has been identified as being partly inundated by the 1% AEP flood event. However, the proposed development is located outside of the flood affected area.

Bush Fire Prone Land

The original bushfire report by Australian Bushfire Protection Planners proposed to utilise the APZ on the adjoining property to the west. This was considered unsatisfactory and an amended bushfire report was requested. An amended bushfire report prepared by Australian Bushfire Protection Planners was submitted and has recommended that the building be constructed to comply with BAL29 with APZs (inner protection area) 35m wide to the northwest, west and northeast, installation of hose reels at the rear of the building, 25,000 litre static water supply with pump, emergency management plan including staff and patrons training and signage of access points.

The amended bushfire report was referred to the RFS for assessment who have raised no objection to the proposal with advice being provided in accordance with s. 4.14 of the EP&A Act. They have also recommended conditions of consent relating to APZs, water and utilities, access, evacuation, emergency management and design and construction.

In accordance with the provisions of s. 4.14 of the EP&A Act, all development on bush fire prone land must satisfy the aims and objectives of Planning for Bushfire Protection (PBP) that is otherwise not dealt with in the detailed provisions of PBP. The objectives are addressed below: -

The aim of PBP is to use the NSW development assessment system to provide for the protection of human life (including firefighters) and to minimise impacts on property from the threat of bush fire, while having due regard to development potential, on-site amenity and protection of the environment.

More specifically, the objectives are to:

- (i) afford occupants of any building adequate protection from exposure to a bush fire;*

The proposed building has several exits which are located away from the bush fire threats on the subject site and adjoining land. It is considered that these exits will enable staff, participants and visitors to evacuate the building safely. The bushfire protection assessment prepared by Australian Bushfire Protection Planners Pty Ltd have recommended the implementation of a bushfire management plan and an emergency

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

management plan to clearly identify evacuation procedures to be undertaken during a bushfire event and maintenance of the subject site.

(ii) *provide for a defendable space to be located around buildings;*

It is considered that there is adequate defendable space around the building which will enable firefighters to have access to the bushfire via a private access on the subject site. A 35m wide APZ (inner protection zone) to the northwest, west and northeast has been proposed.

(iii) *provide appropriate separation between a hazard and buildings which, in combination with other measures, prevent direct flame contact and material ignition;*

The proposed building will be constructed to the requirements of BAL 29.

(iv) *ensure that safe operational access and egress for emergency service personnel and residents is available;*

Access to the proposed development complies with the access requirements of the PBP. Any fire will be able to be fought from around the building.

(v) *provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in the asset protection zone (APZ); and*

The owner/occupiers of the facility will have the responsibility of maintaining the proposed landscaping and fuel management in accordance with Appendix 5 of PBP, the RFS's document Standards for Asset Protection Zones and the adopted bushfire management plan.

(vi) *ensure that utility services are adequate to meet the needs of firefighters (and others assisting in bush firefighting).*

The site will have a dedicated 25,000 litre static water supply with pump and installation of hose reels at the rear of the building.

If approved, a condition will be imposed requiring the proposed development to comply with the recommendations within the bushfire assessment report prepared by Australian Bushfire Protection Planners Pty Ltd dated 19/06/2017, and the conditions provided by RFS.

The bushfire assessment report has recommended the implementation of a bushfire management plan and emergency management plan, which is considered acceptable.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

If the completed development implements the recommendations contained within the bushfire report and complies with the proposed conditions of consent, the site is considered suitable for the proposed development. There are no other constraints that would render the site unsuitable for development.

s. 4.15 (1)(e) of the EP&A Act: The Public Interest:

The provision of additional social services on land where it is permissible is in the public interest. Access to a variety of rehabilitation options is also in the public interest for a growing region.

In considering public interest, it is worth noting that the sole aim of the facility is to treat participants with an addiction. These addictions represent a significant ongoing social and economic cost to the community if not dealt with appropriately. This is particularly true of drug and alcohol addictions, which can cause stress not only to the person affected and their immediate circle of family and friends, but also to the wider community in general. Accordingly, it is considered that access to this type of facility is in the interest of the Central Coast community.

Other Matters for Consideration:

Native Vegetation Act 2003 (NV Act)

At the time of lodgement of the development application, the NV Act was applicable to the proposed development. The subject site is zoned E4 Environmental Living under the WLEP 2013, which is not listed as an urban zone in Part 3 of Schedule 1 of the NV Act, therefore is not excluded from the operation of the NV Act. However, in accordance with clause 49 of the *Native Vegetation Regulation 2013* clearing for a single dwelling is a routine agricultural management activity (RAMA) provided clearing is conducted in accordance with development consent. No further approval is required for clearing covered by the RAMA.

Section 7.12 Contributions

S. 7.12 (formerly s. 94) contributions apply to all land within the former Wyong Shire Council, now Central Coast Council. It is applicable to development applications, where the value of proposed development exceeds \$100,001 and where there are no other s. 7.11 contributions being imposed (as distinct from Water and Sewer Contributions payable under the *Water Management Act 2000*).

The proposed transitional group home has an estimated cost of \$2,997,791, therefore, \$29,977.91 of s. 7.12 contributions are applicable.

2.1 DA 135/2017 - Transitional Group Home (Drug and Alcohol Rehabilitation Facility) and Demolition of Existing Structures - 74 Glen Road, Ourimbah (contd)

Conclusion

The Development Application has been assessed in accordance with s. 4.15 of the EP&A Act and all other relevant instruments and policies. The proposed development is considered suitable for the site and a much-needed facility for the community. The variations to policy are considered reasonable and will result in minimal impact upon adjoining development. Accordingly, Development Application No 135/2017 is recommended for approval subject to the conditions listed in this report.

Attachments

- | | | |
|----------|---------------------------------------|-----------|
| 1 | Chapter 2.1 of WDCP 2013 - Assessment | D13159244 |
| 2 | Draft Conditions | D13156179 |
| 3 | Development Plans | D13218873 |

ATTACHMENT 1 - CHAPTER 2.1 – DWELLING HOUSES & ANCILLARY STRUCTURES ASSESSMENT

DWELLING HOUSES ON SMALL LOTS			
	Required	Proposed	Compliance
Height	Max 10m and two storeys. Three storey dwellings will generally only be supported on steeply sloping sites, where the three-storey component extends for only a small section of the dwelling or where the lowest storey is contained predominantly within a basement level below natural ground and the maximum building heights are not exceeded.	11.3m and three storey, variation 1.3m or 13%. The majority of the lowest storey is contained predominantly within a basement level below natural ground level.	No
Site coverage (DCP Ch.2.1)	30% of the site area on lots with an area of 1,500m ² or more		Yes
FSR	Area not mapped for FSR under WLEP 2013		N/A
Building Setbacks – Large Lots			
Front	20m for lots with a site area greater than 4,000m ²	19m, variation of 1m or 5%.	No
Rear adjoining other small lot	10m	Greater than 10m	Yes
Side – lots greater than 4,000m ²	10m	6m and 7m, variations 4m or 40% and 3m or 30%	No
Watercourse setback	40m	40m	Yes
Articulation zone			
Primary	Articulation zone is 1.5m from building to the minimum required street setback. The total of all building elements is a max 25% of the area of the articulation zone.		
Private Open Space			
Lot width measured at building line	Lot width greater than 10m: 24m ²	Adequate private open space with widths greater than 3m.	Yes
Solar Access	50% POS receive 3 hours unobstructed solar access between 9am-3pm midwinter	Adequate private open space with unobstructed solar access.	Yes
Parking	1 space (3 or less bedrooms) 2 spaces (4+ bedrooms) Open hardstand space for visitors.	10 parking spaces	Yes
Earthworks/Fill	Excavation maximum 3m if more than 1m from boundary. Fill not exceed 1m above existing ground level. No retaining wall for fill is to be within 1m of side boundary unless within 1.5m of the external wall of a dwelling	Maximum cut 2.75m	Yes
Retaining walls	Must be designed by a professional engineer if greater than 1m.	A condition will require an engineer to design the wall adjacent to the excavation.	Yes
Ancillary outbuildings	Pools - be located behind the front setback area or in the rear yard unless site constraints exist. - the swimming pool water line and any associated deck is to comply with side and rear setbacks.	The proposed swimming pool is located to the rear of the proposed transitional group home, and complies with the 10m side and rear setback requirements. The pump will be appropriately located to ensure that any potential associated noise is minimised.	Yes

	<ul style="list-style-type: none"> - any decking around a swimming pool higher than 600mm above ground level (existing) when within 3m of a side or rear boundary comply with privacy screening. - location of pump is to minimise noise impact to surrounding properties and or be housed in an enclosure that is soundproofed. 		
Front Fencing	Front fence setback 1.5m or 25 % transparent Comply with corner sightlines Dividing fence or side fence to street frontage max 1.8m	Existing fence to be retained.	Yes

Attachment 2

Draft Conditions

1	Date:	13 February 2018
1	Responsible Officer:	Tracy Sharp
2	Location:	Lot 2 DP 801944 No 74 Glen Road, OURIMBAH NSW 2258
3	Owner:	Mr S K Kalava
4	Applicant:	Dr S Kalava and Mr S K Kalava
5	Date Of Application:	7 February 2017
6	Application No:	DA/135/2017
7	Proposed Development:	Transitional group home incorporating drug and alcohol rehabilitation facility including demolition of existing structures
8	Land Area:	27210.00
9	Existing Use:	Dwelling

DEFERRED COMMENCEMENT

This consent does not operate until the following have been satisfied:

- a) Submit to Council's Environmental Health Officer a wastewater management report prepared by a suitably qualified wastewater consultant providing a design for a commercial wastewater treatment system and land application area. This report must be prepared in accordance with both *AS 1547 – Onsite domestic wastewater management (2012)* and *Environment & Health Protection Guidelines – Onsite Sewage Management for Single Households (1998)*.
 - Details of the land application area, height of the proposed fill and/or retaining walls, batter slopes (top and toe) and/or retaining walls ;
 - Quantity and type of soil to be utilised for proposed fill;
 - Submit structural engineers' certification that the fill platform/s and any associated retaining walls and batter slopes will be structurally adequate.
 - Submit a detailed wastewater hydraulic design prepared by a suitably qualified consultant to demonstrate loading of beds with consideration for linear loading rate along the toe of the beds on the sloping site.
 - Submit geotechnical engineers certification of the proposed wastewater management system, by a suitably qualified consultant that demonstrates that:
 - The design of the fill platform/s for effluent disposal do not pose a risk to slope instability;
 - The selection and specification and installation of the fill material for effluent disposal to ensure it is consistent with the hydraulic design for the wastewater;
 - Specify fill compaction methods for fill platform/s;
 - Specify and design the batter slope in accordance with Building Code of Australia 2010 and certify the stability of the slope.
 - To provide a plan to scale showing the extent of fill platform/s, top and toe of any proposed fill, retaining walls (location, height, materials, footings), location of vegetation to be retained and removed, location of the watercourse;

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- b) Submit to Council's Ecologist for approval a flora and fauna assessment from a suitably qualified consultant of the indirect and direct impacts of the proposed on-site sewage management system of the Lowland Rainforest Ecological Community. This assessment will need to consider the impacts of any nutrients from the proposed on-site sewage management system,

Evidence must be produced to the consent authority sufficient to enable it to be satisfied that above conditions have been complied within 24 months of the date of determination, otherwise this consent will lapse.

1. PARAMETERS OF THIS CONSENT

- 1.1. Implement the development substantially in accordance with the plans and supporting documents listed below as submitted by the applicant and to which is affixed a Council stamp "Development Consent" unless modified by any following condition.

Architectural Plans by: Space for Health

Drawing	Description	Sheets	Issue	Date
DA.001	Site Detail Plan	1	E	22.02.2018
DA.002	Site Plan	1	B	22.02.2018
DA.040	Demolition Plan	1	A	31.01.2017
DA.090	Lower Ground Plan	1	D	08.08.2017
DA.250	Lower Ground Ramp	1	A	08.08.2017
DA.100	Ground Floor Plan	1	I	22.02.2018
DA.101	Level 1 Floor Plan	1	H	22.02.2018
DA.190	Roof Plan	1	F	22.02.2018
DA.300	Elevations	1	H	22.02.2018
DA.301	Elevations	1	G	22.02.2018
DA.900	Finishes	1	E	22.02.2018

- All first floor balconies on the eastern elevation are to be reduced from a depth of 2.95m to 1.64m.

Landscape Documentation and Plans by: Devo Designs

Drawing	Description	Sheets	Issue	Date
-	Devo Designs	3	1	-

Stormwater Management Plan by: ADW Johnson

Drawing	Description	Sheets	Issue	Date
190371-SK-011	Stormwater Plan Ourimbah Rehabilitation Centre	2	A	22.08.17

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Supporting Documentation

Document	Title	Date	Author
B16205-1	Bushfire Protection Assessment	19.06.2017	Australian Bushfire Protection Planners Pty Limited
-	Social Impact Assessment	July 2017	AIGIS Group
-	CPTED	July 2017	James Marshall & Co
17010-B	Wastewater Management Plan	6 February 2017	Larry Cook Consulting Pty Ltd

- 1.2. Carry out all building works in accordance with the Building Code of Australia.
- 1.3. Comply with the advice provided under Section 79BA of the *Environmental Planning and Assessment Act 1979* from the Authority as listed below and attached as a schedule of this consent.

Authority	Description	Ref No	Date
NSW Rural Fire Service	Conditions	D17/597 D17022406205 EJ	27 September 2017

- 1.4. Where conditions of this consent require approval from Council under the *Roads Act 1993*, *Local Government Act 1993* / *Water Management Act 2000*, a completed Subdivision Construction Certificate application form must be lodged with Council and be accompanied by detailed design drawings and supporting information. Upon submission to Council, fees and charges will be calculated in accordance with Council's Management Plan. The fees and charges must be paid prior to Council commencing the design assessment.

2. PRIOR TO ISSUE OF ANY CONSTRUCTION CERTIFICATE

- 2.1. All conditions under this section must be met prior to the issue of any Construction Certificate.
- 2.2. Submit an application to Council under the provisions of section 68 of the *Local Government Act 1993* for an approval to install an on-site sewage management system. The system must be designed in accordance with Australian Standard AS 1547:2012: *On-site domestic wastewater management*. The section 68 application form can be found on Council's website: www.centralcoast.nsw.gov.au.
- 2.3. The submission to Council of Civil Works design drawings and specifications detailing the following design requirements:
 - Vehicle access crossing(s).
 - Any associated works to ensure satisfactory transitions to existing infrastructure

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Required design drawings are to be prepared in accordance with Council's *Civil Works Design Guidelines* and must be approved by Council as the Roads Authority prior to the issue of a Construction Certificate.

- 2.4. Prior to the commencement of detailed design works within any public road, contact should be made with the National Community Service "*Dial before you Dig*" on 1100 regarding the location of underground services in order to prevent injury, personal liability and even death. Enquiries should provide the property details and the nearest cross street/road.
- 2.5. The submission to the Accredited Certifier of a detailed stormwater management plan with stormwater disposal to the rear of the property. The plan must be prepared in accordance with the plans prepared by ADW Johnson, DWG Ref: 190371-SK-011 & 002 and AS/NZS3500.3:2004, and be approved by the Accredited Certifier prior to issue of the Construction Certificate.
- 2.6. The submission to the Accredited Certifier of a detailed car parking design. The design shall include:
 - Pavement marking, appropriate signage and physical controls detailed for the carpark, access driveway and circulation roads.
 - Pavement design able to withstand anticipated vehicle loading.
 - Wheel stops for parking spaces numbered 1-8
 - The placement of clearance signage above the basement entry.

The design drawings shall be prepared in accordance with the requirements of AS/NZS 2890 – Parts 1, 2 and 6, and be approved by the Accredited Certifier prior to the issue of a Construction Certificate.

- 2.7. Identify trees and native vegetation proposed for retention and those approved for removal must be clearly marked on all final engineering and landscaping plans. All fenced tree protection areas must be clearly marked as "No Go Area" on all plans. The location of any threatened species and ecological communities must also be marked on all plans.
- 2.8. Submit a Bushland Management Plan to Council's Ecologist/Environment Officer for approval. The Plan for the management of retained vegetation (i.e. areas marked "No Go Area" on the approved plans) must be approved by Council.

The Bushland Management Plan must be prepared by a person qualified in natural vegetation management, ecology or bush regeneration with a sound knowledge of site management impacts and processes. The Plan must be in accordance with the Australian Association of Bush Regenerators (NSW) Inc Regeneration Policy available from the website: <http://www.aabr.org.au>

The Plan must be prepared in accordance with Appendix 8.2 – Guidelines for Vegetation Management Plan Volume One of the Appendix 8.2 of the Wyong Shire Council: Flora and Fauna Survey Guidelines, 2016.

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Works associated with the Plan must avoid damage to areas of Lowland Rainforest endangered ecological community and any other sensitive environments such as Dog Trap Gully. All necessary permits/licences are to be obtained for works within or adjacent to sensitive environments.

- 2.9. Assessment of the development against the provisions of *Planning for Bush Fire Protection (2006) (NSW)* has determined a Bush Fire Attack level (BAL) of 29.

Submit to the Accredited Certifier for approval construction details showing that the development complies with this Bush Fire Attack Level (BAL) as prescribed by Australian Standard AS 3959-2009: *Construction of buildings in bush fire prone areas and additional measures as contained within Appendix 3 of the PBP Guidelines 2010* produced by the NSW Rural Fire Service. (BU007)

- 2.10. An amended plan detailing compliance with section 4.1.3(2) of *Planning for Bush Fire Protection 2006* for property access roads and manoeuvrability between the rear of the building and the on-site sewage management system.

- 2.11. Pay developer contributions to Council as calculated in the formula below:

Developer contribution = \$30,815.85 X Current CPI ÷ Base CPI

where "Current CPI" is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Statistician at the time of payment of developer contributions pursuant to this condition, and "Base CPI" is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Statistician at the date of this consent.

This condition is imposed pursuant to Section 7.12 of the *Environmental Planning and Assessment Act 1979*.

- 2.12. Prior to issue of the construction certificate, an amended landscaping plan by a suitably qualified landscape professional, shall be submitted identifying mature plantings (14L or 27L containers) to be utilised within the front and side setbacks.

3. PRIOR TO COMMENCEMENT OF ANY WORKS

- 3.1. All conditions under this section must be met prior to the commencement of any works.
- 3.2. No activity is to be carried out on-site until the Construction Certificate has been issued, other than:
- a) Site investigation for the preparation of the construction, and / or
 - a) Implementation of environmental protection measures, such as erosion control and the like that are required by this consent

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- b) Demolition approved by this consent.
- 3.3. Appoint a Principal Certifying Authority for the building work:
- a) The Principal Certifying Authority (if not Council) is to notify Council of their appointment and notify the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work no later than two (2) days before the building work commences.
 - b) Submit to Council a Notice of Commencement of Building Works or Notice of Commencement of Subdivision Works form giving at least two (2) days' notice of the intention to commence building or subdivision work. The forms can be found on Council's website: www.centralcoast.nsw.gov.au
- 3.4. Erect a sign in a prominent position on any work site on which building, subdivision or demolition work is being carried out. The sign must indicate:
- a) The name, address and telephone number of the Principal Certifying Authority for the work; and
 - b) The name of the principal contractor and a telephone number at which that person can be contacted outside of working hours; and
 - c) That unauthorised entry to the work site is prohibited.
 - d) Remove the sign when the work has been completed.
- 3.5. Provide and maintain a garbage receptacle at the work site until the works are completed. The garbage receptacle must have a tight fitting lid and be suitable for food scraps and papers.
- 3.6. Disconnect, seal and make safe all existing site services prior to the commencement of any demolition on the site. Sewer and water services must be disconnected by a licensed plumber and drainer with a Start Work Docket submitted to Council's Plumbing and Drainage Inspector as the Water and Sewer Authority.
- 3.7. Erect a temporary hoarding or temporary construction site fence between the work site and adjoining lands before the works begin and must be kept in place until after the completion of the works, if the works:
- a) could cause a danger, obstruction or inconvenience to pedestrian or vehicular traffic, or
 - b) could cause damage to adjoining lands by falling objects, or
 - c) involve the enclosure of a public place or part of a public place.

Note 1: A structure on public land or on or over a public road requires the prior approval of the relevant authority under the *Local Government Act 1993* or the *Roads Act 1993*, respectively.

Note 2: The *Work Health and Safety Act 2011* and *Work Health and Safety Regulation 2011* contain provisions relating to scaffolds, hoardings and other temporary structures.

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- 3.8. Provide or make available toilet facilities at the work site before works begin and maintain the facilities until the works are completed at a ratio of one toilet plus one additional toilet for every twenty (20) persons employed at the site.

Each toilet must:

- a) be a standard flushing toilet connected to a public sewer, or
- b) have an on-site effluent disposal system approved under the *Local Government Act 1993*, or
- c) be a temporary chemical closet approved under the *Local Government Act 1993*.

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

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

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

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

- 3.10. Erosion and sediment controls must be provided on site prior to commencement of site development in accordance with the Landcom "*Soils and Construction*" Volume I, 4th Edition, March 2004: Managing Urban Stormwater (NSW Government 2004). Sediment control fencing must remain in place until such time as the site is landscaped or turf is established.

Note: Discharge of sediment from a site may be determined to be a pollution event under provisions of the *Protection of the Environment Operations Act 1997*. Enforcement action may commence where sediment movement produces a pollution event.

- 3.11. Prior to commencing any works upon public roads the developer and their contractor will be required to:
- Obtain a copy of the Council approved Civil Works plans and pavement design (if applicable).
 - Obtain a copy of Council's *Civil Works Design Guidelines*. This is Council's Specification for Civil Works and is available on Council's web site.
 - Arrange a meeting on-site with Council's Principal Development Construction Engineer on (02) 4350 5555.
- 3.12. Prior to works associated with development commencing, a dilapidation report must be prepared and submitted to Council as the Roads Authority. The required dilapidation report must document and provide photographs that clearly depict any

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existing damage to the road, kerb, gutter, footpath, driveways, water supply, sewer works, street trees, street signs or any other Council assets in the vicinity of the development. **Note:** The report will be used by Council to determine the extent of damage arising from site and construction works.

3.13. Engage a suitably qualified Ecologist to oversee the protection of the endangered ecological community / threatened species including the placement of a temporary fence along the edge of the development area. The ecologist must notify Council in writing of compliance with this condition.

4. DURING WORKS

4.1. All conditions under this section must be met during works.

4.2. Carry out construction or demolition works during the construction phase of the development only between the hours as follows:

7.00am and 5.00pm Monday to Saturday

No construction or demolition works associated with the development are permitted to be carried out at any time on a Sunday or a public holiday.

4.3. During the construction phase of the development, if any Aboriginal object (including evidence of habitation or remains), is discovered during the course of the work:

- a) All excavation or disturbance of the area must stop immediately in that area, and
- b) The Office of Environment and Heritage must be advised of the discovery in accordance with section 89A of the National Parks and Wildlife Act 1974.

Note: If an Aboriginal object is discovered, an Aboriginal heritage impact permit may be required under the National Parks and Wildlife Act 1974.

4.4. Implement and maintain all erosion and sediment control measures at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment.

4.5. Keep a copy of the stamped approved plans on-site for the duration of site works and make the plans available upon request to either the Principal Certifying Authority or an officer of Council.

4.6. Place all building materials, plant and equipment on the site of the development during the construction phase of the development so as to ensure that pedestrian and vehicular access within adjoining public roads, footpaths and reserve areas, is not restricted and to prevent damage to public infrastructure. Further, no construction work is permitted to be carried out within the road reserve unless the works are associated with a separate approval issued under the provisions of the *Roads Act 1993*.

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- 4.7. Maintain all erosion and sediment control measures within their operating capacity until the completion of the works and stabilisation of the site to prevent debris escaping from the site into drainage systems, waterways, adjoining properties and roads.
- 4.8. Re-use, recycle or dispose of all building materials in accordance with the Waste Management Plan submitted with the subject application.
- 4.9. Erect or install prior to the swimming pool being filled with water all the required swimming pool safety barriers and gates in accordance with the approved plans and specifications and the provisions of the *Swimming Pools Act 1992*, *Swimming Pools Regulations 2008* and Australian Standard AS 1926.1-2012 including the display of an approved sign regarding pool safety and resuscitation techniques that contains all of the following information:
- "YOUNG CHILDREN SHOULD BE SUPERVISED WHEN USING THIS SWIMMING POOL"
 - "POOL GATES MUST BE KEPT CLOSED AT ALL TIMES"
 - "KEEP ARTICLES, OBJECTS AND STRUCTURES AT LEAST 900mm CLEAR OF THE POOL FENCE AT ALL TIMES" and
 - A simple flow sequence (which may be the flow sequence depicted in the Cardiopulmonary Resuscitation Guideline) containing details of resuscitation techniques (for infants, children and adults) (BU027)
- 4.10. Do not fill the swimming pool with water until the common boundary fence forming part of the pool enclosure has been installed with a minimum height of 1.8 metres when measured inside the pool enclosure in accordance with the provisions of Australian Standard AS 1926.1 2012. The maintenance and effectiveness of the fence is the responsibility of the pool owner whilst ever the pool exists.
- Alternatively, the pool must be fully enclosed by swimming pool safety fencing complying with the provisions of Australian Standard AS 1926.1-2012 in lieu of any boundary fencing.
- 4.11. Dispose filter backwash and overflow to the sewer. The sewer connection must be completed prior to the filling of the pool with water and in a manner that will not cause a nuisance, or where sewer is not available, the disposal of filter backwash must be discharged into a rubble absorption trench to the satisfaction of the Principal Certifying Authority.
- 4.12. Do not fill the swimming pool with water until each window which is capable of giving access to the swimming pool enclosure has been protected with suitable security screens complying with the provisions of Clause 2.6 of Australian Standard AS 1926.1-2012. This applies to all windows where the height of the sill of the lowest openable portion of the window is less than 1.8 metres above the adjoining ground surface level.

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- 4.13. Demolish all buildings in a safe and systematic manner in accordance with Australian Standard AS 2601-2001: *The demolition of structures*. Waste materials must be disposed of at a waste management facility.
- 4.14. Other public authorities may have separate requirements and should be consulted prior to commencement of works in the following respects:
- Australia Post for the positioning and dimensions of mail boxes in new commercial and residential developments;
 - AGL Sydney Limited for any change or alteration to gas line infrastructure;
 - Ausgrid for any change or alteration to electricity infrastructure or encroachment within transmission line easements;
 - Telstra, Optus or other telecommunication carriers for access to their telecommunications infrastructure.
- 4.15. During the construction phase of the development, downpipes and the associated stormwater disposal system is to be suitably connected to the site stormwater connection point immediately after the roof materials are positioned in order to prevent erosion of the site from roof water run off. The Principal Certifying Authority for the development will not issue a compliance certificate for framing unless connection of the site stormwater (or temporary system) has occurred.
- 4.16. Install a temporary fence around the endangered ecological community / threatened species / Vegetation Management Zone.
- All fenced conservation areas are to be clearly marked as a "No Go Area" on the fencing itself. No clearing of vegetation, storage of vehicles or machinery, stockpiling, materials storage or unauthorised access is to occur within the fenced conservation area.
- 4.17. Maintain the temporary fence around the conservation area. The fence must be maintained for the duration of construction works.
- 4.18. Conduct all works in accordance with the Bushland Management Plan prepared under Condition 2.7 of this consent.
- 4.19. Undertake works in accordance with the approved Bushland Management Plan.
- No development or any works contrary to the Bushland Management Plan are permitted in the designated Bushland Management Zone as shown on the approved plan.
- 4.20. Maintain the temporary fencing surrounding the endangered ecological community / threatened species habitat.
- 4.21. Vehicles and other equipment to be used on site must be completely free of soil, seeds and plant material before entering/leaving the site to prevent the spread of exotic plant species and pathogens. All vehicles and machinery must be inspected prior to

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site entry and those failing inspection should be sent away for cleaning. Appropriate records of inspections shall be maintained.

- 4.22. Protect the land application area from damage from vehicles during all construction works on-site.

5. PRIOR TO ISSUE OF ANY OCCUPATION CERTIFICATE

- 5.1. All conditions under this section must be met prior to the issue of any Occupation Certificate.
- 5.2. Prior to the occupation or use of the building/structure, an application for an Occupation Certificate for the development must be submitted to and approved by the Principal Certifying Authority. The Occupation Certificate application is to satisfy all of the requirements of the *Environmental Planning and Assessment Regulation 2000*.
- 5.3. Complete the building in accordance with the relevant provisions and requirements of the National Construction Code Series.
- 5.4. Complete the building in accordance with the provisions of *Planning for Bush Fire Protection 2006 (NSW)* and the requirements of Australian Standard AS 3959-2009 - *Construction of Buildings in Bush Fire Prone Areas* and additional measures as contained within Appendix 3 of the *Planning for Bush Fire Protection Guidelines 2010*, for a Bush Fire Attack Level of BAL 29.
- 5.5. In accordance with the requirements of section 4.1.3 and Appendix 5 of the *Planning for Bush Fire Protection 2006* and the NSW Rural Fire Service's document 'Standards for asset protection zones', an Asset Protection Zone (APZ) shall be created and retained in perpetuity for the land surrounding the proposed building for a distance of 35 metres or to the property boundary, whichever comes first, shall be managed as an inner protection area.

Within the Inner Protection Area of the Asset Protection Zone, all trees and shrubs must be maintained in such a manner that the vegetation is not continuous either horizontally or vertically and / or overhang the buildings on the site.

- 5.6. The proposed building is to be connected to the existing rainwater with suitable plumbing connections provided to collect rainwater from the roof area. The rainwater tank is to be installed in accordance with the requirements of the National Plumbing and Drainage Code Australian Standard AS 3500 and must be provided with first flow diversion devices fixed to all inflows and a functioning pressure pump plumbed to service all fixtures.
- 5.7. Prior to the issue of an Occupation Certificate, any damage not shown in the Dilapidation Report submitted to and approved by the Principal Certifying Authority prior to site works commencing, will be assumed to have been caused as a result of the

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site works undertaken with respect to the development and must be rectified at the applicant's expense.

- 5.8. The provision of any additional civil works required to ensure satisfactory transitions to existing work as a result of work conditioned for the development works are to be approved by Council as the Roads Authority prior to issue of the Occupation Certificate.
- 5.9. All works within the public road must be completed in accordance with the approved Civil Works design drawings and Council's *Civil Works Construction Specification* and be approved by Council as the Roads Authority prior to the issue of any Occupation Certificate.
- 5.10. The construction of the stormwater management system in accordance with the approved Stormwater Management Plan and AS/NZS 3500.3-2004. Certification of the construction by a suitably qualified consultant shall be provided to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 5.11. Prior to the issue of an Occupation Certificate, stormwater generated from roof areas of the building and any overflows from rain water tanks installed in conjunction with the development, is to be disposed of to the existing stormwater disposal system servicing the allotment.
- 5.12. The construction of the carpark and accesses in accordance with AS/NZS 2890 - Parts 1 and 6. Certification of the construction of the carpark and associated accesses by a suitably qualified consultant shall be provided to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 5.13. Implement vegetation management activities in accordance with the Bushland Management Plan prepared under condition 2.7.
- 5.14. Obtain an Approval to Operate the on-site sewage management system from Council.
- 5.15. Provide the Principal Certifying Authority with written certification from a qualified landscape designer certifying that landscaping has been implemented in accordance with the approved landscape plan as amended by any conditions of this consent.
- 5.16. Implement the following Crime Prevention through Environmental Design (CPTED) principles and strategies to minimise the opportunity for crime:
 - a) provide adequate lighting to common areas as required under Australian Standard AS 1158: *Lighting for roads and public spaces*
 - b) paint the ceiling of the car park white
 - c) design of landscaping, adjacent to mailboxes and footpaths, must not provide concealment opportunities for criminal activity
 - d) design the development to avoid foot holes or natural ladders so as to minimise unlawful access to the premises

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- e) provide signage within the development to identify all facilities, entry / exit points and direct movement within the development
 - f) install a system of Closed Circuit Television of a type and in locations on the site that will record high-quality images of all public areas within the site.
- 5.17. Submit to Council for approval a revised Plan of Management for the transitional group home (drug and alcohol rehabilitation facility) including but not limited to:
- the recommendations made in the Social Impact Assessment by AIGIS Group;
 - the recommendations made in the CPTED by James Marshall & Co;
 - the recommendations made in the Bushfire Protection Assessment by Australian Bushfire Protection Planners Pty Limited;
 - admission and discharge of the participants;
 - the maximum number of participants is 14;
 - staff numbers;
 - visitors;
 - daily activities;
 - the use of external areas;
 - the management of noise, including the playing of music and congregations of people smoking within and external areas;
 - transport and parking arrangements;
 - services and deliveries;
 - safety and security;
 - notification of the residents in Glen Road of the commencement of the development and contact details for information, complaints etc;
 - complaints handling process;
 - emergency management and control plan;
 - waste management plan; and
 - bushfire management plan.
- 5.18. Residents within a 200m radius of the site are to be provided with contract details in writing of the on-site manager (including a current mobile telephone number), who be contacted in the event of any noise disturbances or other complaints arising from the approved development.

If any details of the on-site manager changes (including but not limited to the name of the on-site manager or contact telephone number etc), then arrangements shall be made to re-notify the residents within a 200m radius of such changes in detail within 14 days.

6. ONGOING

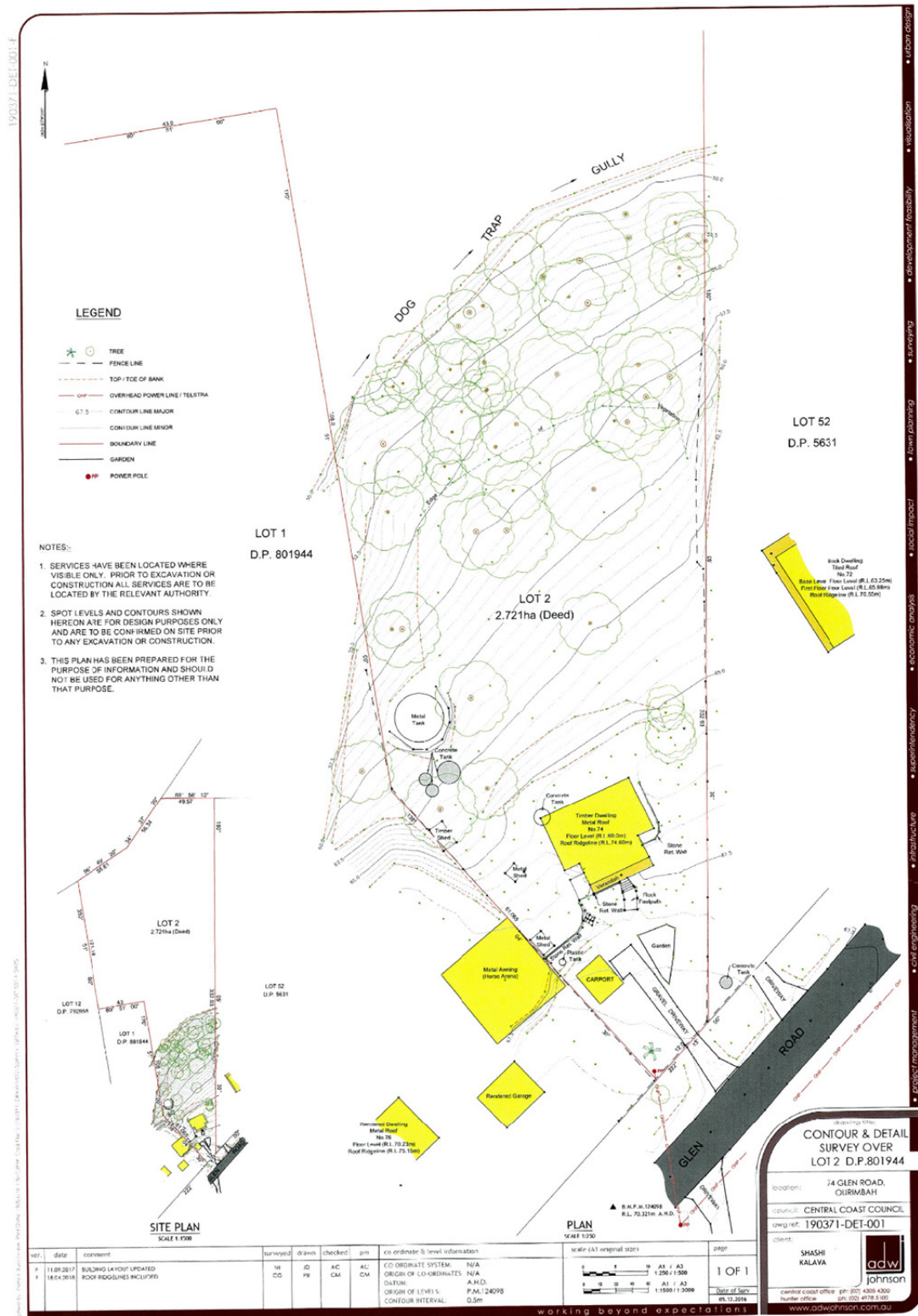
- 6.1. Implement and comply with the Council approved revised Plan of Management at all times during operation of the premises as a transitional group home (drug and alcohol rehabilitation facility).

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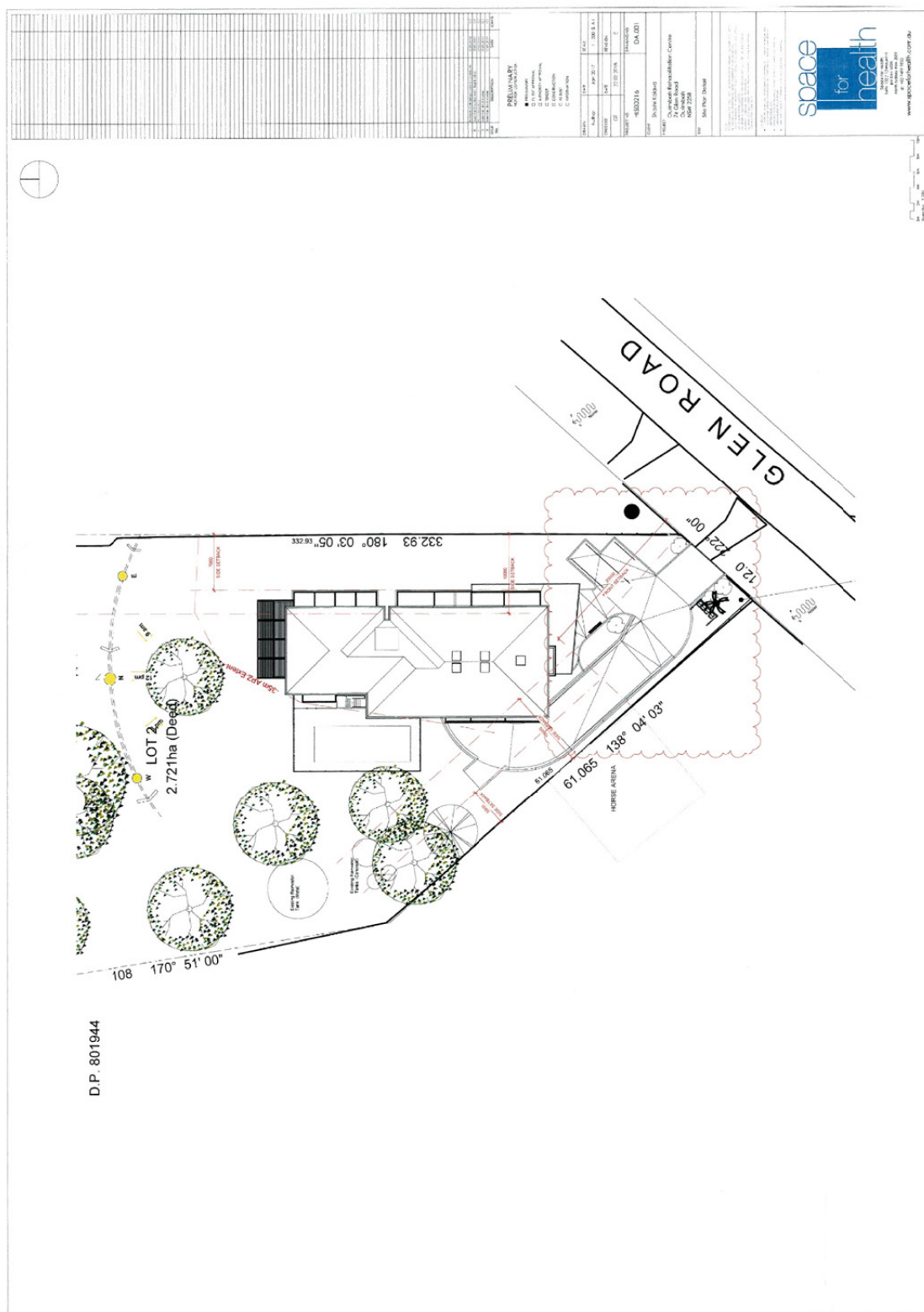
- 6.2. Implement vegetation management activities in accordance with the Bushland Management Plan prepared under Condition 2.7 of this consent.
- 6.2. Implement the required Asset Protection Zone to the perimeter of the asset. The Asset Protection Zone must be fuel managed so as to maintain fuel loadings as detailed within *Planning for Bush Fire Protection Guidelines 2006 (NSW)*.
- 6.3. Do not discharge the pool backwash water to the property's on-site sewage management system.
- 6.4. Load and unload delivery vehicles wholly within the site. Delivery vehicles must enter and exit the site in a forward direction.
- 6.5. Ensure the garbage / recycling bins do not encroach on the car parking or vehicle manoeuvring areas.
- 6.6. Manage any incidences of anti-social behaviour or nuisance on the site by implementing appropriate responses to such incidences if they occur. The owner / operator(s) must also take appropriate measures after any such incident to reduce the likelihood of such incidences reoccurring on the site.
- 6.7. The proposed use shall not cause unreasonable noise or interference to adjoining occupations. Special precautions must be taken to avoid nuisance to neighbouring residential development, particularly from warning sirens, intruder alarms, public address systems and the like.
- 6.8. The owner/operator(s) must effectively manage any incidences of anti-social behaviour or nuisance on the site by implementing appropriate responses to such incidences if they occur. The owner/operator(s) must also take appropriate measures after any such incident to reduce the likelihood of such incidences reoccurring on the site.
- 8.9. A complaints register is to be maintained by the operator and made available to Council for inspection at any time upon request. The complaints register must log all complaints received and specify actions taken by the operator to address each complaint.
- 6.10. During the first 2 years of operation the transitional group home (drug and alcohol rehabilitation facility) operator shall organise and conduct community liaison meetings with the local community, including adjoining and adjacent residents, adjoining businesses and the transitional group home (drug and alcohol rehabilitation facility) operator, at least every six months. Council is to be provided with an invitation to attend each meeting. The frequency of meetings thereafter is to be as deemed necessary by Council.
- 6.11. No more than one person shall occupy each bedroom with a maximum of 14 participants permitted to be attending the transitional group home (drug and alcohol rehabilitation facility) at any one time.

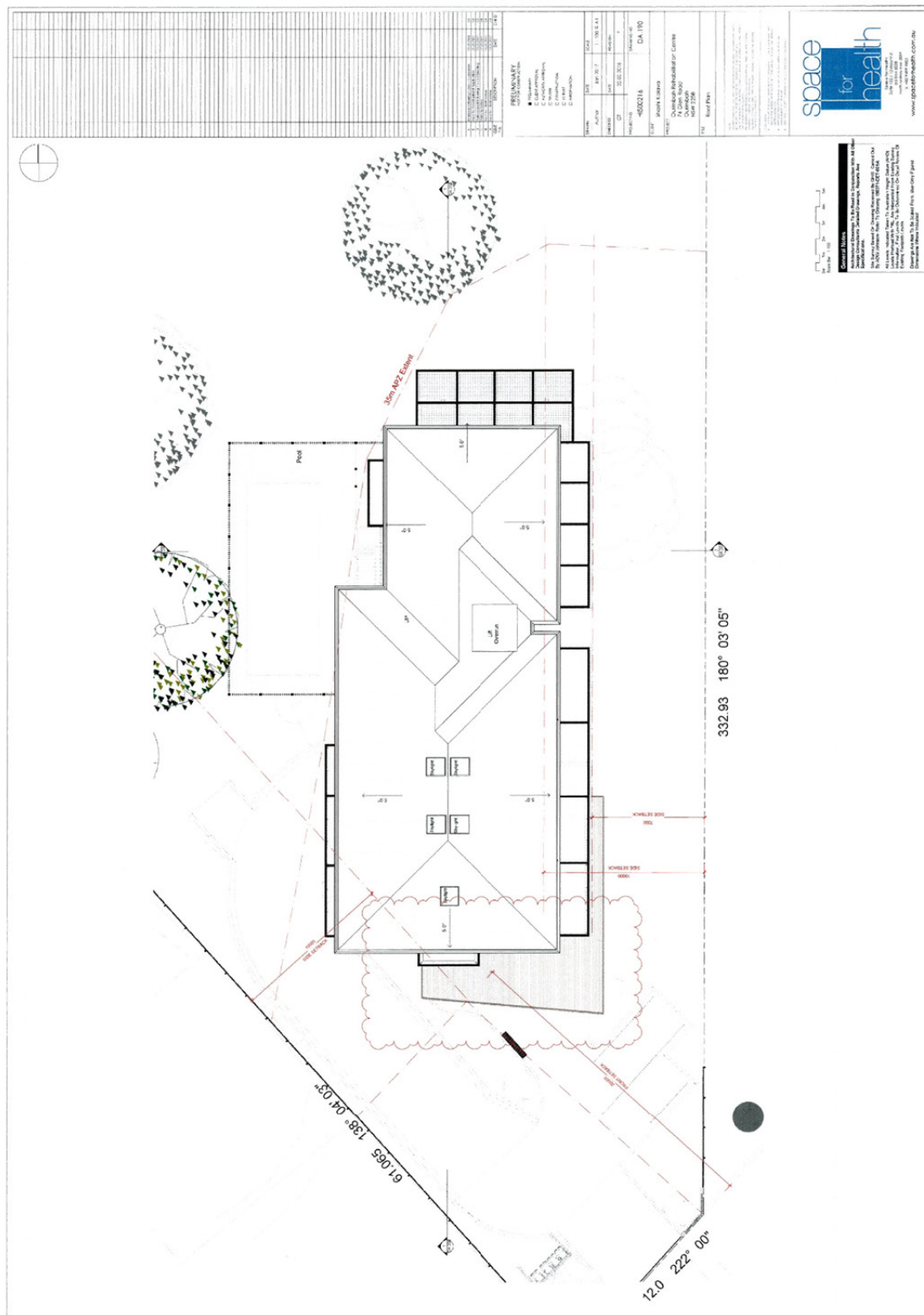
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- 6.12. Maintain all perimeter fencing for the life of the development in the approved location.
- 6.13. Maintain the site landscaping for the life of the development.
- 6.14. Do not erect advertising sign(s) on or in conjunction with the use and / or development without development consent unless the advertisement is exempt development or otherwise permitted without development consent.
- 6.15. Maintain all car park and public place lighting in accordance with the approved lighting plan.
- 6.16. Operate and maintain all external lighting so as not to impact on any adjoining property.
- 6.17. Maintain internal pavement and pavement marking.
- 6.18. Maintain the installed system of Closed Circuit Television (CCTV) that monitors / records all public areas within the site.
- 6.19. Maintain the external finishes of the building(s), structures, walls and fences for the life of the development and remove any graffiti within seven days.
- 6.20. Decommission the existing septic tank in accordance with NSW Health Advisory Note 3 *Destruction, Removal or Reuse of Septic Tanks, and AWTs* dated January 2017. This Advisory note is available from the NSW Health website: www.health.nsw.gov.au.











Attachment 3

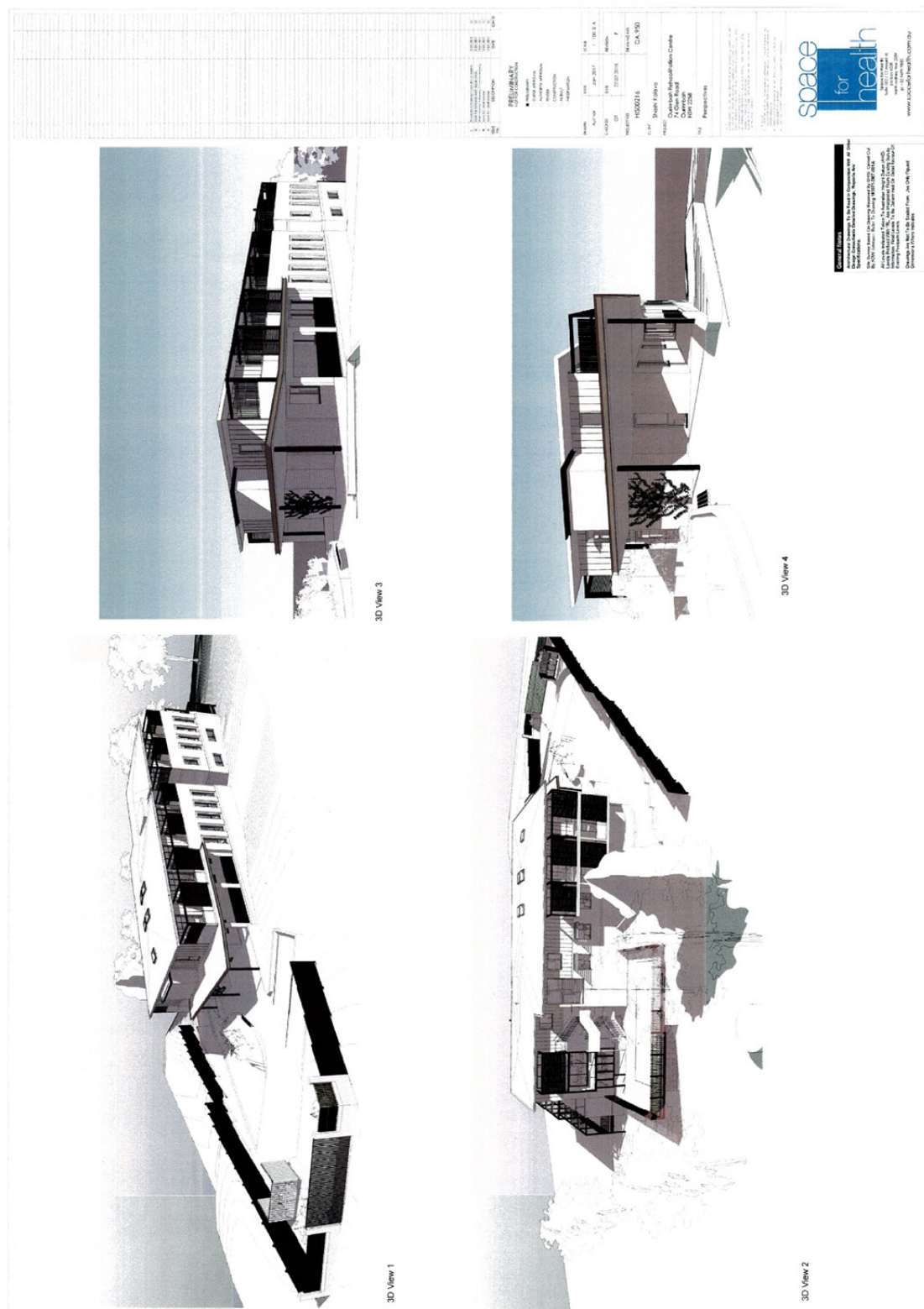
Development Plans

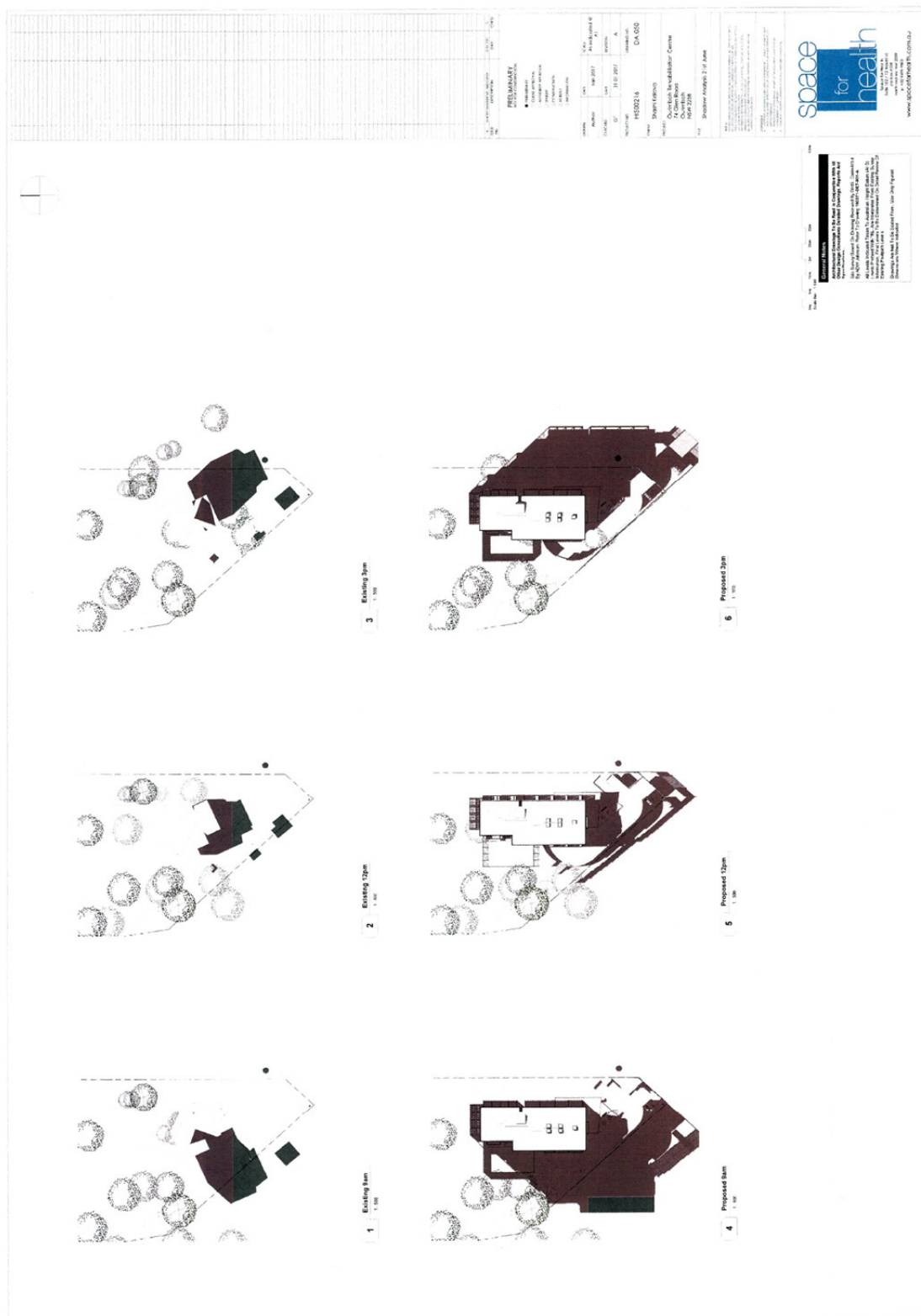


Attachment 3

Development Plans







Attachment 3

Development Plans

Development : Transition Group Home

Name: Sashi Kalava - Owner

Contact Details:Email Address

Adam: Adam Crampton <adame@advjohnson.com.au>

Brad: Brad Romain <brad.romain@groupthis.com.au>

Shashi: Shashi Kalava <shashikalava@gmail.com>

Site Address: 74 Glen Road Ourimbah

Name: Luke Devincenzo.
Landscape License : 241119C
ABN: 91913926625
MOB: 0405570649
Insurance: CGU / Allianz
Policy No: 15T8455580
Email: info@devodesigns.com.au



Web: www.ugrowitucemowit.com.au

Project overview

From the supplied information from the pre- lodged meeting for the proposed transition group home a Plant placement, Landscape design and Compliant Plant Selection plan has been deduced

All plants and their proposed locations have been designed to cooperate with the:

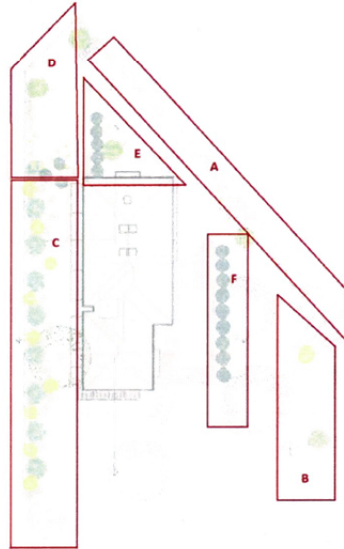
- NSW Rural Fire service's plant species list for fire prone areas
- NSW Councils Flora and fauna report
- Ourimbah Creek Land care

They have also been selected to ensure a residential character for the site and for privacy purposes from the street and adjoining sites.



Attachment 3

Development Plans

Plant Zoning & Species List**Zone A**

A long Plant screen has been created to not only created a vegetative outlook from the resident's windows but to provide cover from the neighboring block. It has been complimented with some plant highlights that are in line with the window areas of the development: Plant selections include:

Screening – *Syzygium Australe*

Colored features - *Brachychiton acerifolius* & *Jacaranda*

Zone B

A densely planted area to camouflage the visual interruption of the existing water tanks.

Plant selections include:

Screening – *Acmena smithii*, *Back yard bliss*

Colored features - *Brachychiton acerifolius*, *Jacaranda* & *Hymenosporum flavum*, or native *frangipani*

Zone C

A heavily planted area with the purpose of eliminating the visual line the neighboring development

It also incorporates sweet smelling native plants, Attractive highlights and a smaller understory planting to screen all heights and levels Plant

selections include:

Screening – *Tristaniopsis laurina*

Filler plants - *Acmena smithii*, *Back yard bliss*, *Elaeocarpus reticulatus* Blue berry Ash

Colored features - *Brachychiton acerifolius*, *Jacaranda* & *Hymenosporum flavum*, or native *frangipani*

Zone D

A framework of manicured, smaller screening plants have been arranged and selected not only to accentuate the entrance way of the development but to create a dense plant barrier from the road side and neighbors. A low lined planting of Native grasses has been included to achieve a layering effect in the Landscape.

This area also include two feature specimens

Plant selections include:

Screening – *Acmena smithii*, *Back yard bliss*

Colored features - *Brachychiton acerifolius* (as specimen Plants)

Low cover: *Lomandra Hystrix*

Zone E

The backdrop of *Elaeocarpus* and the foreground of native grasses with a single standard, Feature tree is simple but effective to accentuate the main entranceway. It lends direction to the front of the property.

Plant selections include:

Screening – *Elaeocarpus reticulatus* Blue berry Ash

Colored features - *Brachychiton acerifolius*

Low cover: *Lomandra Hystrix*

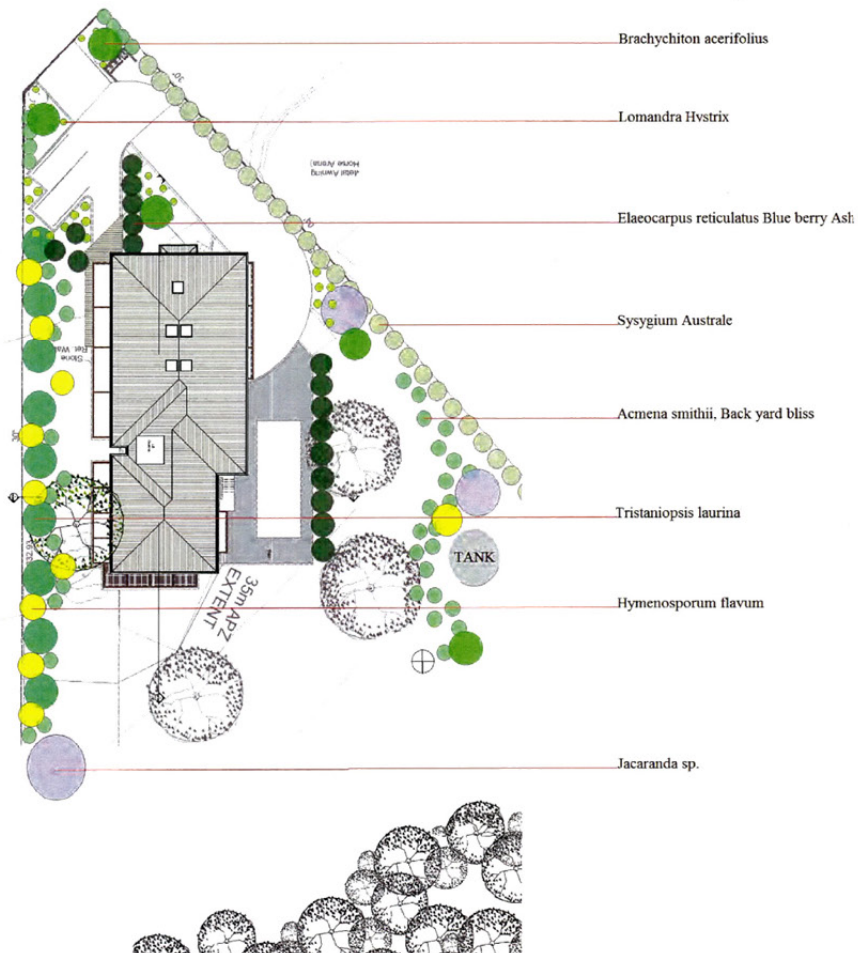
Zone F

The use of medium sized shrubs removes the clear vision to the neighbouring block however, it still allows for a panoramic view out over the rest of the property.

Attachment 3

Development Plans

Plant Schedule



Sincere Regards,

Luke De Vincenzo

To view more of our work go to: www.sigrowitwemowit.com.au

Date: 8 June 2018
Responsible Officer: Gary Evans
Location: 21 Elizabeth Dr, NORAVILLE NSW 2263
 Lot 65 DP 27889
Owner: Mr A Benvenuto and Mrs S N L Benvenuto
Applicant: Mr A Benvenuto and Mrs S N L Benvenuto
Date Of Application: 1 November 2017
Application No: DA/1368/2017
Proposed Development: Dwelling including demolition of existing dwelling
Land Area: 505.90

1. PARAMETERS OF THIS CONSENT

- 1.1. Comply with all commitments listed in BASIX Certificate as required under clause 97A of the *Environmental Planning and Assessment Regulation 2000*.
- 1.2. Implement the development substantially in accordance with the plans and supporting documents listed below as submitted by the applicant and to which is affixed a Council stamp "Development Consent" unless modified by any following condition.

Architectural Plans by: EDH Group Pty Ltd

Drawing	Description	Sheets	Issue	Date
2319	Cover Sheet	A01	A	-
2319	General Notes	A02	-	22/9/17
2319	Survey Plan	A03	A	22/9/17
2319	Site Plan	A04	A	14/2/18
2319	Basement Floor Plan	A05	A	14/2/18
2319	Ground Floor Plan	A06	A	14/2/18
2319	First Floor Plan	A07	A	14/2/18
2319	Roof Plan	A08	A	14/2/18
2319	North Elevation Plan	A09	A	14/2/18
2319	South Elevation Plan	A10	A	14/2/18
2319	East/West Elevation Plan	A11	A	14/2/18
2319	Section Plan	A12	A	14/2/18

Supporting Documentation

Document	Title	Date
30327Zrpt	Geotechnical Report prepared by J K Geotechnics	26/09/2017
IrJ0072-21	Coastal Hazard Assessment Report prepared by Horton Coastal Engineering	26/09/2017

- 1.3 Carry out all building works in accordance with the Building Code of Australia.
- 1.4 Comply with all commitments listed in the BASIX Certificate for the development as required under clause 97A of the *Environmental Planning and Assessment Regulation 2000*.

2. PRIOR TO ISSUE OF ANY CONSTRUCTION CERTIFICATE

- 2.1. All conditions under this section must be met prior to the issue of any Construction Certificate.
- 2.2. No activity is to be carried out on-site until the Construction Certificate has been issued, other than:
 - a) Site investigation for the preparation of the construction, and / or
 - b) Implementation of environmental protection measures, such as erosion control and the like that are required by this consent
 - c) Demolition.
- 2.3. Pay developer contributions to Council as calculated in the formula below:

Developer contribution = \$9500.00 X Current CPI ÷ Base CPI

where "Current CPI" is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Statistician at the time of payment of developer contributions pursuant to this condition, and "Base CPI" is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Statistician at the date of this consent.

This condition is imposed pursuant to Section 7.11 or 7.12 of the *Environmental Planning and Assessment Act 1979*.

3. PRIOR TO COMMENCEMENT OF ANY WORKS

- 3.1. All conditions under this section must be met prior to the commencement of any works.
- 3.2. No activity is to be carried out on-site until the Construction Certificate has been issued, other than:
 - a) Site investigation for the preparation of the construction, and / or
 - b) Implementation of environmental protection measures, such as erosion control and the like that are required by this consent
 - c) Demolition approved by this consent.
- 3.3. Appoint a Principal Certifying Authority for the building work:
 - a) The Principal Certifying Authority (if not Council) is to notify Council of their appointment and notify the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work no later than two (2) days before the building work commences.
 - b) Submit to Council a Notice of Commencement of Building Works or Notice of Commencement of Subdivision Works form giving at least two (2) days' notice of the intention to commence building or subdivision work. The forms can be found on Council's website: www.centralcoast.nsw.gov.au
- 3.4. Erect a sign in a prominent position on any work site on which building, subdivision or demolition work is being carried out. The sign must indicate:
 - a) The name, address and telephone number of the Principal Certifying Authority for the work; and
 - b) The name of the principal contractor and a telephone number at which that person can be contacted outside of working hours; and
 - c) That unauthorised entry to the work site is prohibited.
 - d) Remove the sign when the work has been completed.

- 3.5. Submit both a Plumbing and Drainage Inspection Application, with the relevant fee, and a Plumbing and Drainage Notice of Work in accordance with the Plumbing and Drainage Act 2011 (to be provided by licensed plumber). These documents can be found on Council's website at: www.centralcoast.nsw.gov.au
- Contact Council prior to submitting these forms to confirm the relevant fees.
- 3.6. All conditions under this section must be met prior to the commencement of any works.
- 3.7. Appoint a Principal Certifying Authority for the building work:
- The Principal Certifying Authority (if not Council) is to notify Council of their appointment and notify the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work no later than two (2) days before the building work commences.
 - Submit to Council a Notice of Commencement of Building Works or Notice of Commencement of Subdivision Works form giving at least two (2) days' notice of the intention to commence building or subdivision work. The forms can be found on Council's website: www.centralcoast.nsw.gov.au
- 3.8. Erect a sign in a prominent position on any work site on which building, subdivision or demolition work is being carried out. The sign must indicate:
- The name, address and telephone number of the Principal Certifying Authority for the work; and
 - The name of the principal contractor and a telephone number at which that person can be contacted outside of working hours; and
 - That unauthorised entry to the work site is prohibited.
 - Remove the sign when the work has been completed.
- 3.9. Provide and maintain a garbage receptacle at the work site until the works are completed. The garbage receptacle must have a tight fitting lid and be suitable for food scraps and papers.
- 3.10. Install run-off and erosion controls to prevent soil erosion, water pollution or the discharge of loose sediment on the surrounding land by:
- erecting a silt fence and providing any other necessary sediment control measures that will prevent debris escaping into drainage systems, waterways or adjoining properties, and
 - diverting uncontaminated run-off around cleared or disturbed areas, and
 - preventing the tracking of sediment by vehicles onto roads, and
 - stockpiling top soil, excavated materials, construction and landscaping supplies and debris within the lot.
- 3.11. Erect a temporary hoarding or temporary construction site fence between the work site and adjoining lands before the works begin and must be kept in place until after the completion of the works, if the works:
- could cause a danger, obstruction or inconvenience to pedestrian or vehicular traffic, or
 - could cause damage to adjoining lands by falling objects, or
 - involve the enclosure of a public place or part of a public place.

Note 1: A structure on public land or on or over a public road requires the prior approval of the relevant authority under the *Local Government Act 1993* or the *Roads Act 1993*, respectively.

Note 2: The *Work Health and Safety Act 2011* and *Work Health and Safety Regulation 2011* contain provisions relating to scaffolds, hoardings and other temporary structures.

- 3.12. Provide or make available toilet facilities at the work site before works begin and maintain the facilities until the works are completed at a ratio of one toilet plus one additional toilet for every twenty (20) persons employed at the site.

Each toilet must:

- a) be a standard flushing toilet connected to a public sewer, or
- b) have an on-site effluent disposal system approved under the *Local Government Act 1993*, or
- c) be a temporary chemical closet approved under the *Local Government Act 1993*.

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

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

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

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

- 3.14. Submit a dilapidation report to Council with the Roads Act application and / or Construction Certificate application. The report must document and provide photographs that clearly depict any existing damage to the road, kerb, gutter, footpath, driveways, street trees, street signs or any other Council assets in the vicinity of the development. The dilapidation report may be updated with the approval of the Principal Certifying Authority prior to the commencement of works.

4. DURING WORKS

- 4.1. All conditions under this section must be met during works.
- 4.2. Carry out construction or demolition works during the construction phase of the development only between the hours as follows:

7.00am and 5.00pm Monday to Saturday

No construction or demolition works associated with the development are permitted to be carried out at any time on a Sunday or a public holiday.

- 4.3. During the construction phase of the development, if any Aboriginal object (including evidence of habitation or remains), is discovered during the course of the work:
- a) All excavation or disturbance of the area must stop immediately in that area, and
 - b) The Office of Environment and Heritage must be advised of the discovery in accordance with section 89A of the *National Parks and Wildlife Act 1974*.

Note: If an Aboriginal object is discovered, an Aboriginal heritage impact permit may be required under the *National Parks and Wildlife Act 1974*.

- 4.4. Implement and maintain all erosion and sediment control measures at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment.

- 4.5. Keep a copy of the stamped approved plans on-site for the duration of site works and make the plans available upon request to either the Principal Certifying Authority or an officer of Council.
- 4.6. Notify Council when plumbing and drainage work will be ready for inspection(s) and make the work accessible for inspection in accordance with the *Plumbing and Drainage Act 2011*.
- 4.7. All conditions under this section must be met during works.
- 4.8. Carry out construction or demolition works during the construction phase of the development only between the hours as follows:
 - 7.00am and 5.00pm Monday to Saturday

No construction or demolition works associated with the development are permitted to be carried out at any time on a Sunday or a public holiday.

- 4.9. During the construction phase of the development, if any Aboriginal object (including evidence of habitation or remains), is discovered during the course of the work:
 - a) All excavation or disturbance of the area must stop immediately in that area, and
 - b) The Office of Environment and Heritage must be advised of the discovery in accordance with section 89A of the *National Parks and Wildlife Act 1974*.

Note: If an Aboriginal object is discovered, an Aboriginal heritage impact permit may be required under the *National Parks and Wildlife Act 1974*.

- 4.10. Implement and maintain all erosion and sediment control measures at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment.
- 4.11. Keep a copy of the stamped approved plans on-site for the duration of site works and make the plans available upon request to either the Principal Certifying Authority or an Officer of Council.
- 4.12. Connect downpipes and the associated stormwater disposal system to the site stormwater connection point immediately after the roof materials are positioned in order to prevent erosion of the site from roof water run-off. The Principal Certifying Authority for the development must not issue a mandatory critical stage Compliance Certificate for framing unless connection of the site stormwater (or temporary system) has occurred.
- 4.13. Demolish all buildings and / or building components in a safe and systematic manner in accordance with Australian Standard AS 2601-2001: *The demolition of structures*. Waste materials must be disposed of at a waste management facility.
- 4.14. Implement all recommendations of the geotechnical report(s) listed as supporting documentation in this development consent. Furthermore, the geotechnical engineer must provide written certification to the Principal Certifying Authority that all works have been carried out in accordance with the recommendations contained within the geotechnical report(s).

5. PRIOR TO ISSUE OF ANY OCCUPATION CERTIFICATE

- 5.1. All conditions under this section must be met prior to the issue of any Occupation Certificate.
- 5.2. Submit a Certificate of Compliance for all plumbing and drainage work and a Sewer Service Diagram showing sanitary drainage work (to be provided by licensed plumber) in accordance with the *Plumbing and Drainage Act 2011*.
- 5.3. All conditions under this section must be met prior to the issue of any Occupation Certificate.
- 5.4. Prior to the occupation or use of the building/structure, an application for an Occupation Certificate for the development must be submitted to and approved by the Principal Certifying Authority. The Occupation Certificate application is to satisfy all of the requirements of the *Environmental Planning and Assessment Regulation 2000*.
- 5.5. Drain all stormwater from impervious surface areas to an absorption system designed in accordance with the recommendations in the Geotech Report.
- 5.6. Provide certification from a geotechnical engineer to the Principal Certifying Authority that all works have been carried out in accordance with the recommendations contained within the geotechnical report(s) listed as supporting documentation in this development consent.
- 5.7. Construct the vehicle access crossing in accordance with the vehicle access crossing Notice of Determination issued by Council.
- 5.8. Obtain a satisfactory final plumbing and drainage inspection advice or section 307 Certificate of Compliance under the *Water Management Act 2000* for water and sewer requirements for the development from Central Coast Council as the Water Supply Authority. All works for the development must be approved by Council prior to the issue of a Certificate of Compliance.
- 5.9. Rectify to the satisfaction of Council any damage not shown in the dilapidation report submitted to Council before site works had commenced. Any damage will be assumed to have been caused as a result of the site works undertaken and must be rectified at the developer's expense.

6. PRIOR TO ISSUE OF ANY SUBDIVISION CERTIFICATE

- 6.1. All conditions under this section must be met prior to the issue of any Subdivision Certificate.

No Conditions

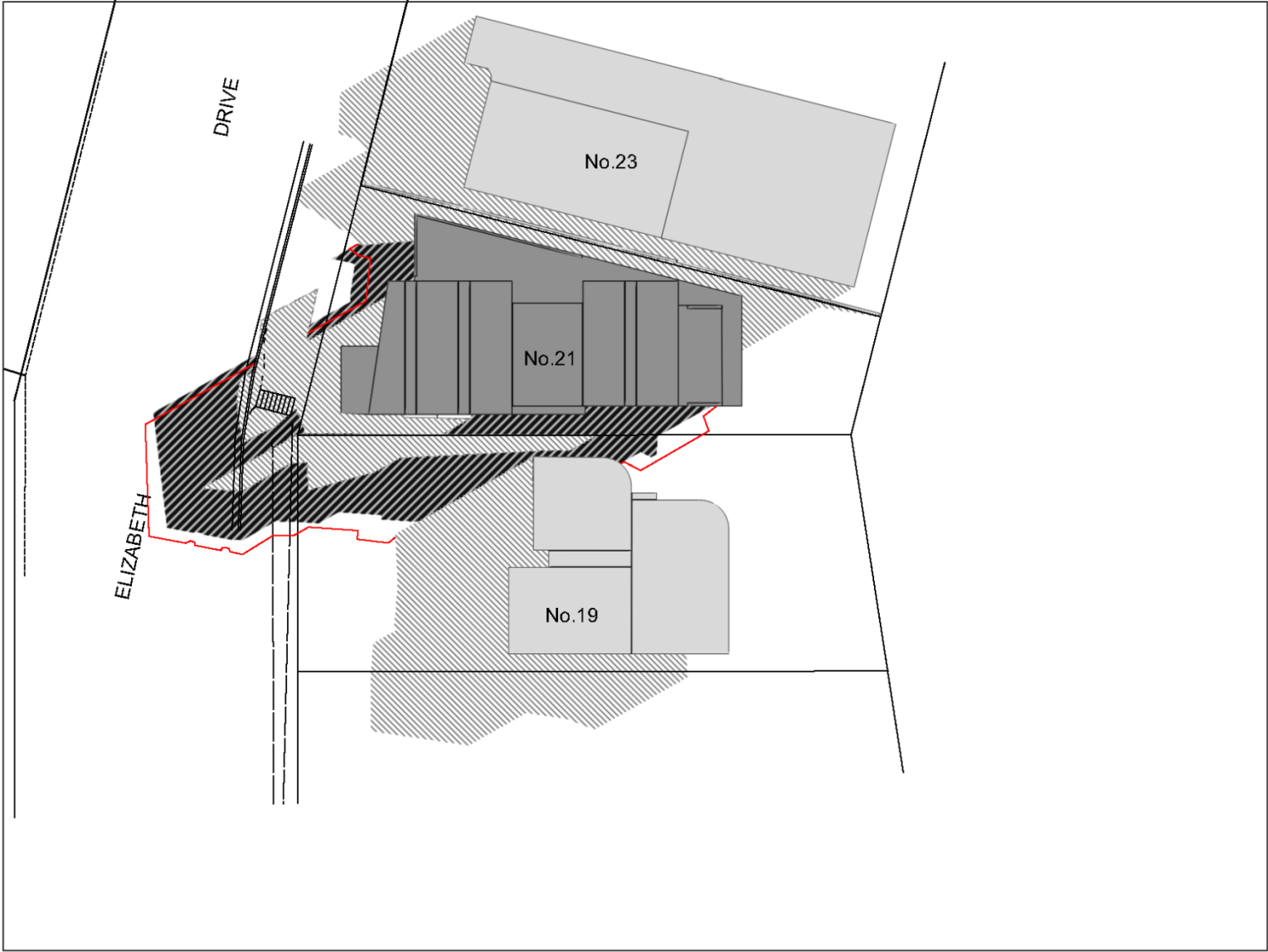
7. PRIOR TO THE OCCUPATION OF THE MANUFACTURED HOME

No Conditions

8. ONGOING

No Conditions

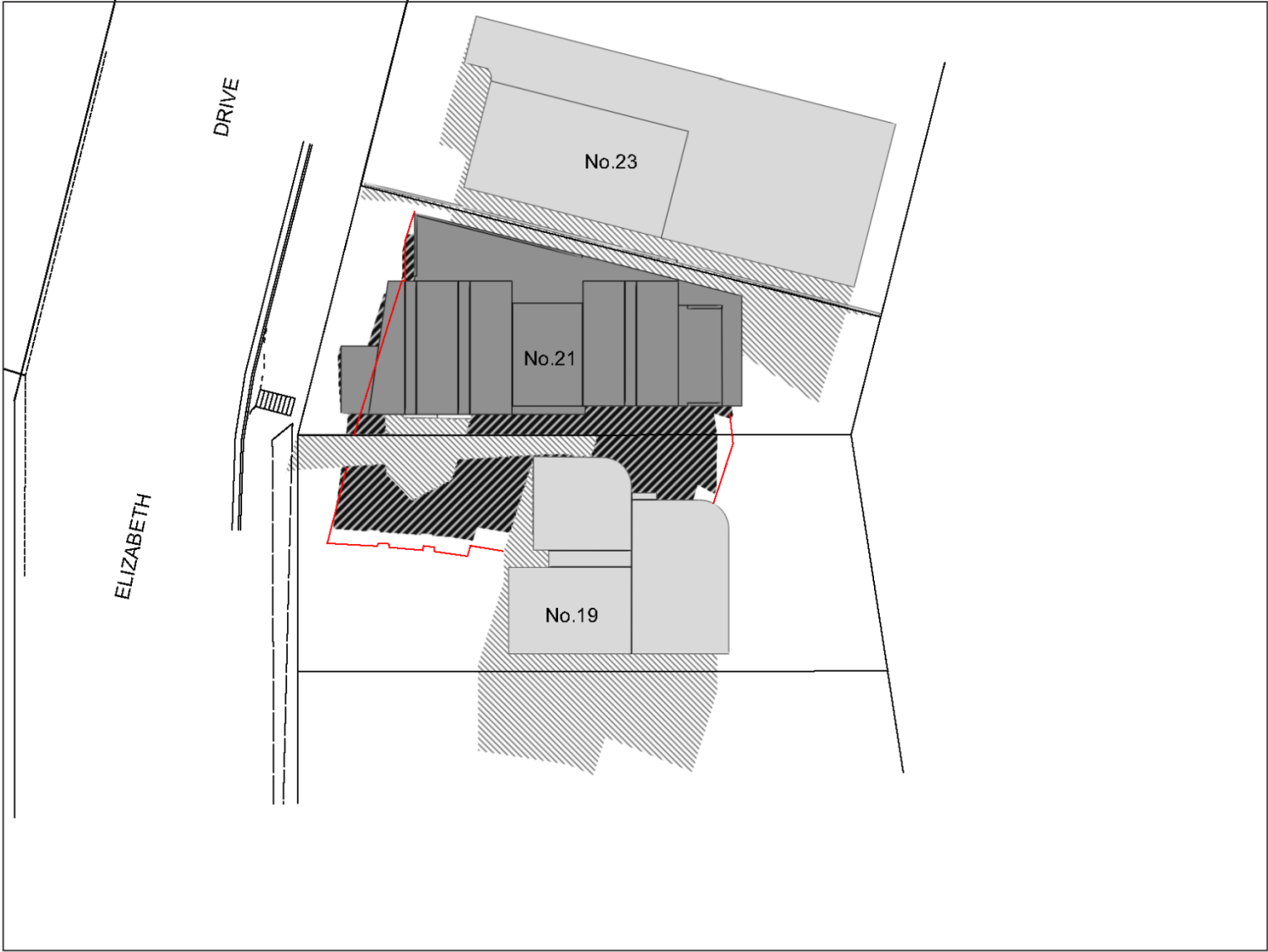
SHADOW DIAGRAM JUNE 21st



9.00 am

<div><div></div>Shadow from existing buildings</div> <div><div></div>Additional shadow from proposed buildings</div> <div><div></div>Outline of the previous DA</div> <div>NOTES</div> <div>Shadows from existing or proposed vegetation have not been considered.</div> <div>Shadows calculated according to information provided from survey and architectural drawings.</div>	<div><div></div></div> <div>Approx. True North</div>	<div>DIGITAL LINE Pty Ltd</div> <div>PO Box 860</div> <div>Neutral Bay NSW 2089</div> <div>Phone (02)9953 2312</div> <div>Fax (02)8003 9708</div>	<div>Architects</div> <div>EDH Group</div>	<div>Project</div> <div>Proposed development at</div> <div>21 Elizabeth Drive,</div> <div>Noraville, NSW</div>	Job N. Sh2304_1c
					12/03/2018
					Scale 1:400 printed @ A3

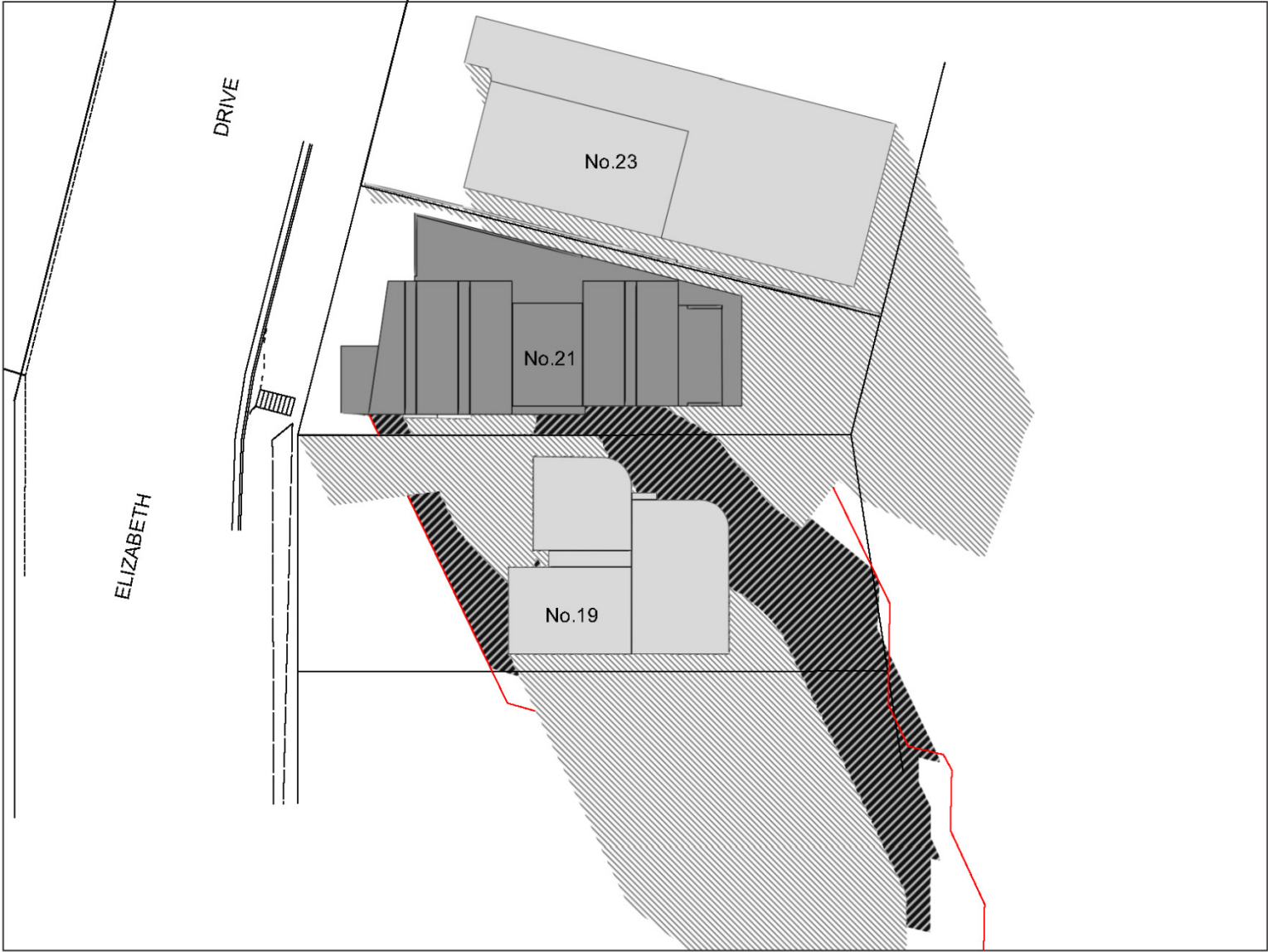
SHADOW DIAGRAM JUNE 21st



12.00 noon

<div><div></div>Shadow from existing buildings</div> <div><div></div>Additional shadow from proposed buildings</div> <div><div></div>Outline of the previous DA</div> <div>NOTES</div> <div>Shadows from existing or proposed vegetation have not been considered.</div> <div>Shadows calculated according to information provided from survey and architectural drawings.</div>	<div><div></div></div> <div>Approx. True North</div>	<div>DIGITAL LINE Pty Ltd</div> <div>PO Box 860</div> <div>Neutral Bay NSW 2089</div> <div>Phone (02)9953 2312</div> <div>Fax (02)8003 9708</div>	<div>Architects</div> <div>EDH Group</div>	<div>Project</div> <div>Proposed development at</div> <div>21 Elizabeth Drive,</div> <div>Norville, NSW</div>	Job N. Sh2304_1c
					12/03/2018
					Scale 1:400 printed @ A3

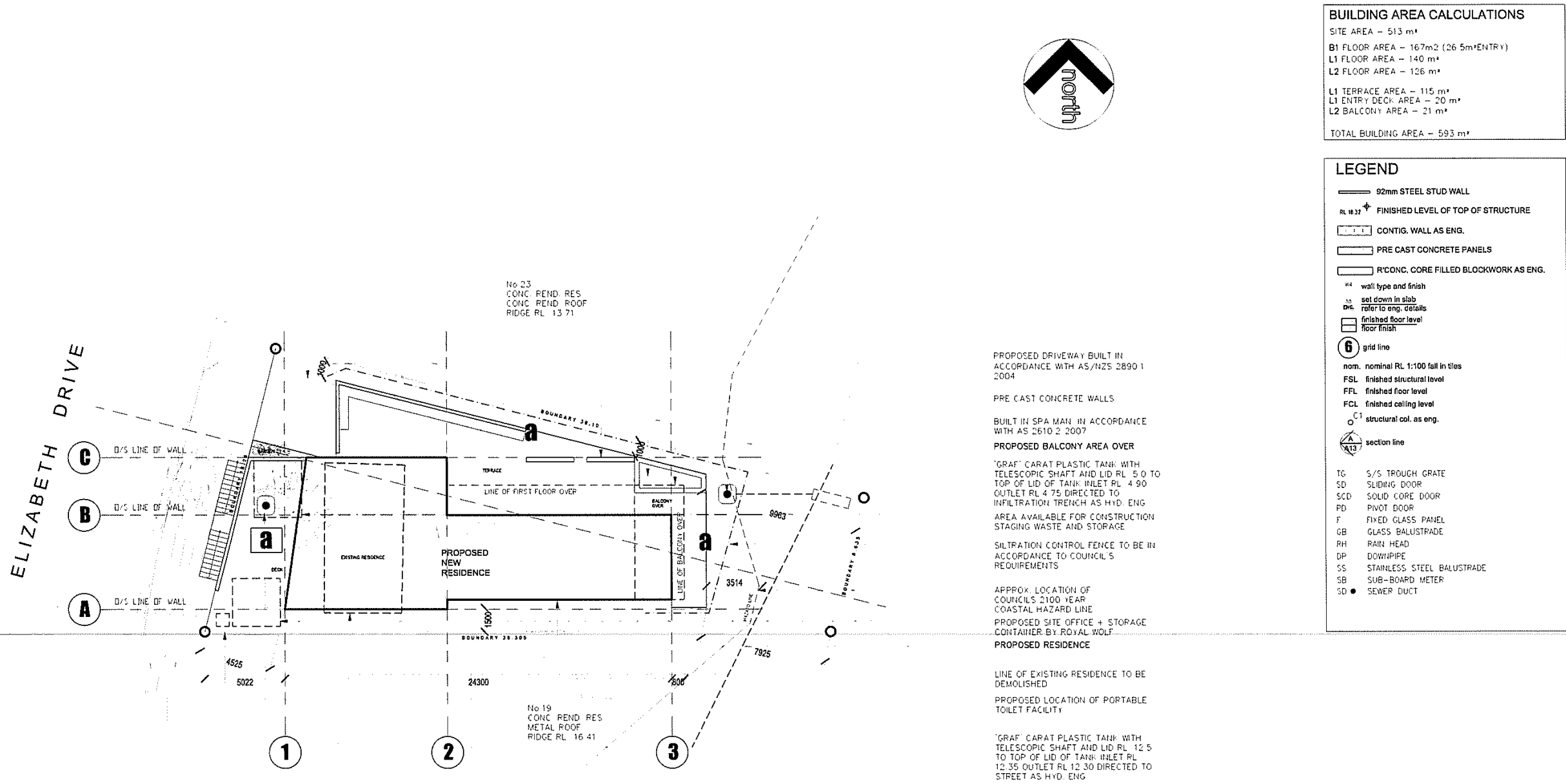
SHADOW DIAGRAM JUNE 21st



3.00 pm

<div> <div></div> Shadow from existing buildings <div></div> Additional shadow from proposed buildings <div></div> Outline of the previous DA </div> <div> <p>NOTES</p> <p>Shadows from existing or proposed vegetation have not been considered. Shadows calculated according to information provided from survey and architectural drawings.</p> </div>	<div>  <p>Approx. True North</p> </div>	<p>DIGITAL LINE Pty Ltd PO Box 860 Neutral Bay NSW 2089 Phone (02)9953 2312 Fax (02)8003 9708</p>	<p>Architects</p> <p>EDH Group</p>	<p>Project</p> <p>Proposed development at 21 Elizabeth Drive, Noraville, NSW</p>	<div> <div>Job N. Sh2304_1c</div> <div>12/03/2018</div> <div>Scale 1:400 printed @ A3</div> </div>
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Unit 1



2319/DA - A04/A
site plan

project:
benvenuto house
21 elizabeth drive
noraville

client:
benvenuto

ref:
2319

scale:
1:200

[illegible]

Check and confirm all dimensions on site. Figured dimensions to be taken in preference to scaled dimensions at all times. This drawing and the contents therein are copyright and shall not be reproduced in part or in whole without permission of EBM group pty ltd architects + building designers

Architects :

EDH GROUP PTY LTD

architects - building + interior designers

architecture • interiors • urban design • development • project management

the entrance
2/85 townson bay road
lowveld bay nsw 2261
ph: (02) 4334-5476
fax: (02) 4333-9470

Mark Eastham - Director
Registered Architect No. 8610

detail plan

LOT 40

No.22
FIBRO RES
METAL ROOF
FL: 12.96
RIDGE RL: 16.69

CONC.
PATIO

LOT 19

No.20
1 & 2 STOREY
BRICK RES
TILE ROOF
FL: 12.81
RIDGE RL: 20.19

CONC.
PATIO

ELIZABETH
DRIVE

LOT 64

No.23
CONC. REND. RES
CONC. REND. ROOF
RIDGE RL: 13.71

LOT 65

No.21
WBOARD RES
TILE ROOF
FL: 12.91

TIMBER
DECK

No.19
CONC. REND. RES
METAL ROOF
RIDGE RL: 16.41

LOT 66

note:
1 SPOT LEVELS SHOWN WERE PROVIDED BY EVERITT AND EVERITT SURVEYORS
ALL LEVEL SHOULD BE CONFIRMED ON SITE BY BUILDER PRIOR TO COMMENCEMENT
OF WORKS. EDH PTY LTD TAKE NO RESPONSIBILITY

2319/DA - A03/A
detail plan

project:
benvenuto house
21 elizabeth drive
noraville

client:
benvenuto

ref:
2319

scale:
1:200

date
22/09/2017

DA ISSUE

revision

issue

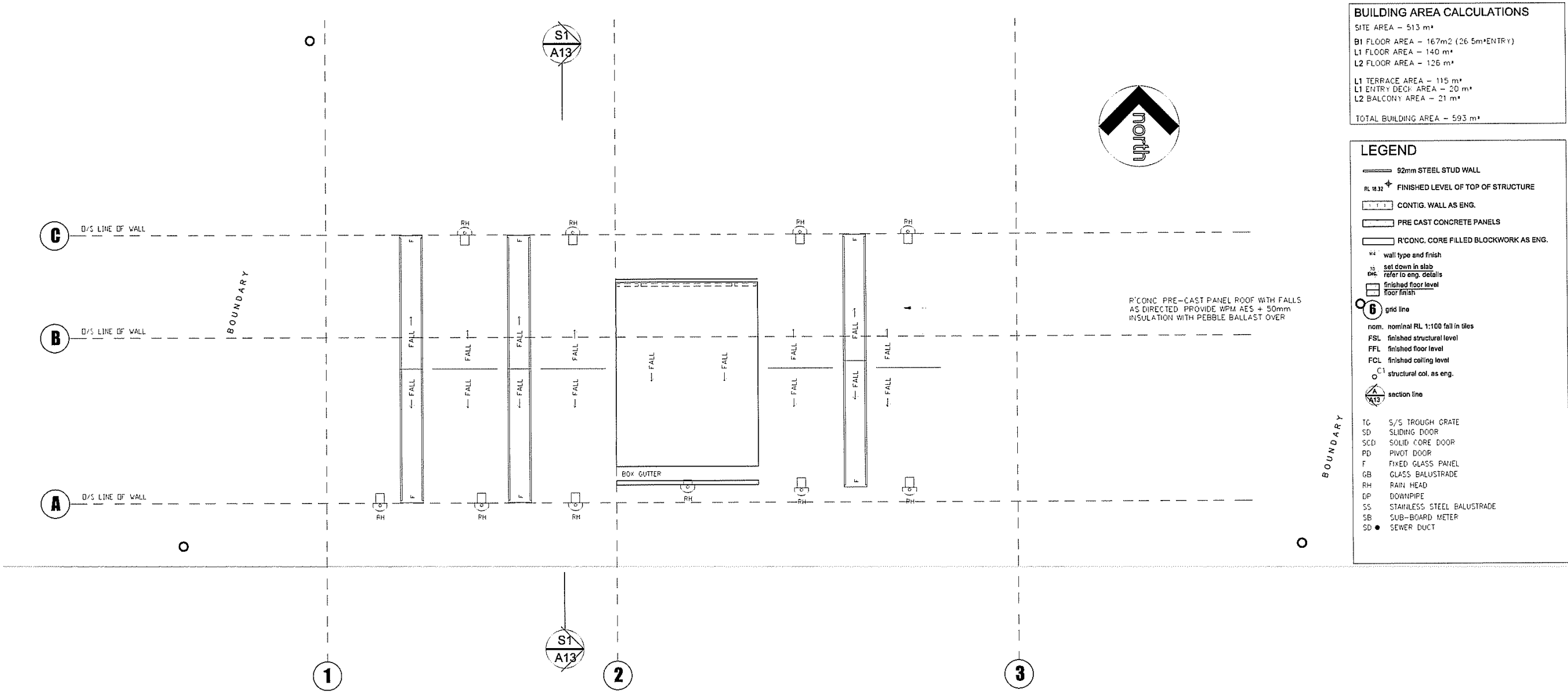
drawn

chkd

copyright

Architects :

EDH GROUP
architects - building + interior designers
architecture - interiors - urban design - development - project management
the entrance
2/85 loomson bay road
coorparoo bay nsw 2261
ph: (02) 4334-5478
fax: (02) 4333-9470
Mark Eastham - Director
Registered Architect No. 8610



2319/DA - A08/A
roof plan

project:
benvenuto house
21 elizabeth drive
noraville

client:
benvenuto

ref:
2319

scale:
1:100

date
22/09/2017
14/02/2018

revision
DA ISSUE
DA AMEND - SOUTH + EAST SETBACKS, HEIGHT + FSR

issue
drawn
chkd

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Architects : **EDH GROUP**
architects - building + interior designers
architecture - interiors - urban design - development - project management
the entrance
2185 townson bay road
townson bay new 2281
ph: (02) 4334-5476
fax: (02) 4333-9470
Mark Eastham - Director
Registered Architect No. 8510



client:
benvenuto

ref:
2319

scale:
1 : 1 0 0

[illegible]

copyright

Check and confirm all dimensions on site. Figured dimensions to be taken in preference to scaled dimensions at all times. This drawing and the contents therein are copyright and shall not be reproduced in part or in whole without permission of EDH group pty ltd architects + building designers

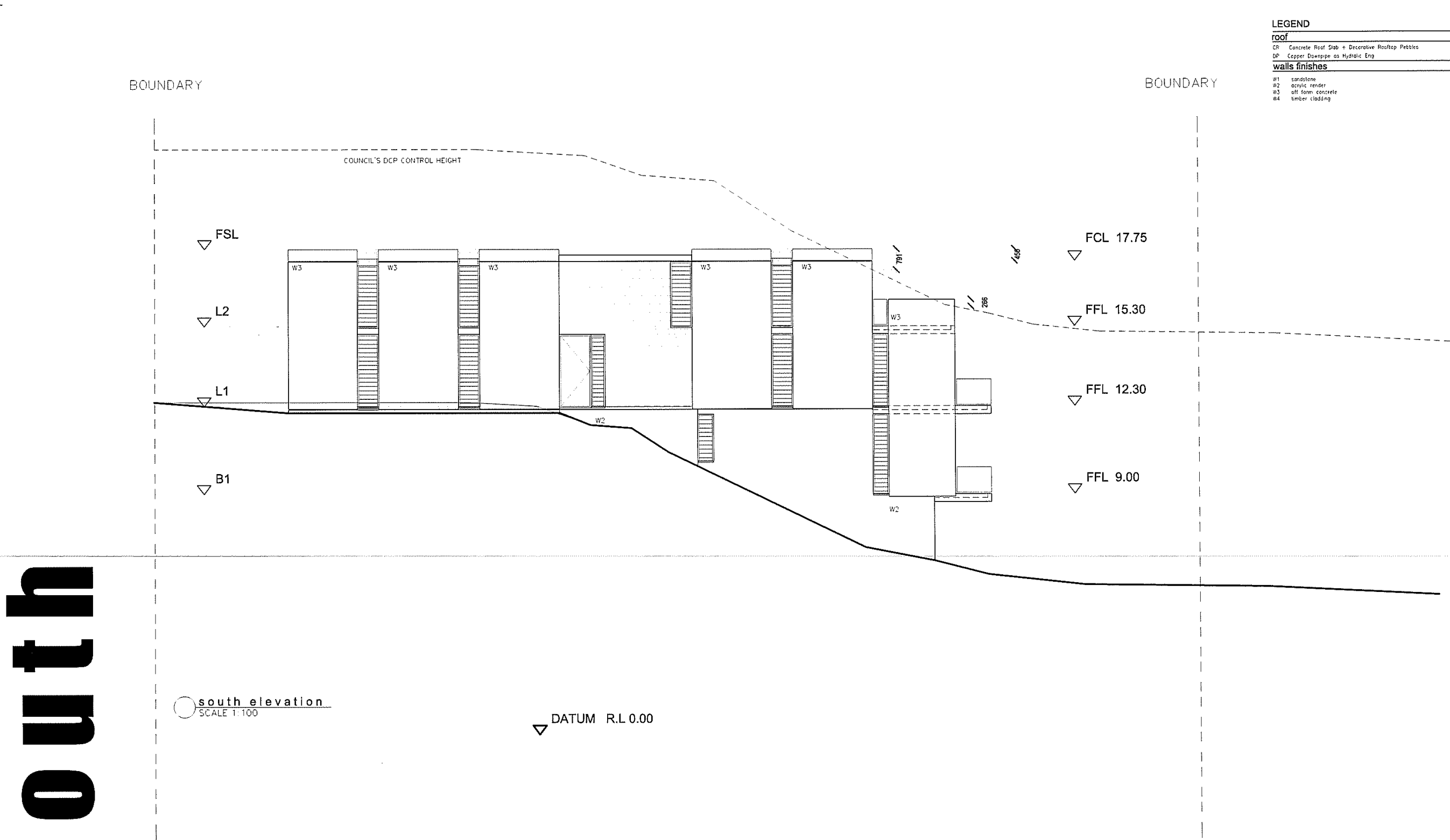
Architects : **EDH GROUP** ESTD 1978

architects • building + interior designers

architecture • interiors • urban design • development • project management

the entrance
2/88 townson bay road
townson bay new 2261
ph: (01) 4334-5478
fx: (01) 4333-5470

Mark Eastham - Director
Registered Architect No. 8610



LEGEND	
roof	
CR	Concrete Roof Slab + Decorative Rooftop Pebbles
DP	Copper Downpipe as Hydraulic Eng
walls finishes	
W1	sandstone
W2	acrylic render
W3	off form concrete
W4	timber cladding

south

2319/DA - A10/A
south elevation

project:
benvenuto house
21 elizabeth drive
noraville

client:
benvenuto

ref:
2319

scale:
1 : 1 0 0

date
22/09/2017
14/02/2018

revision
DA ISSUE
DA AMEND - SOUTH + EAST SETBACKS, HEIGHT + POR

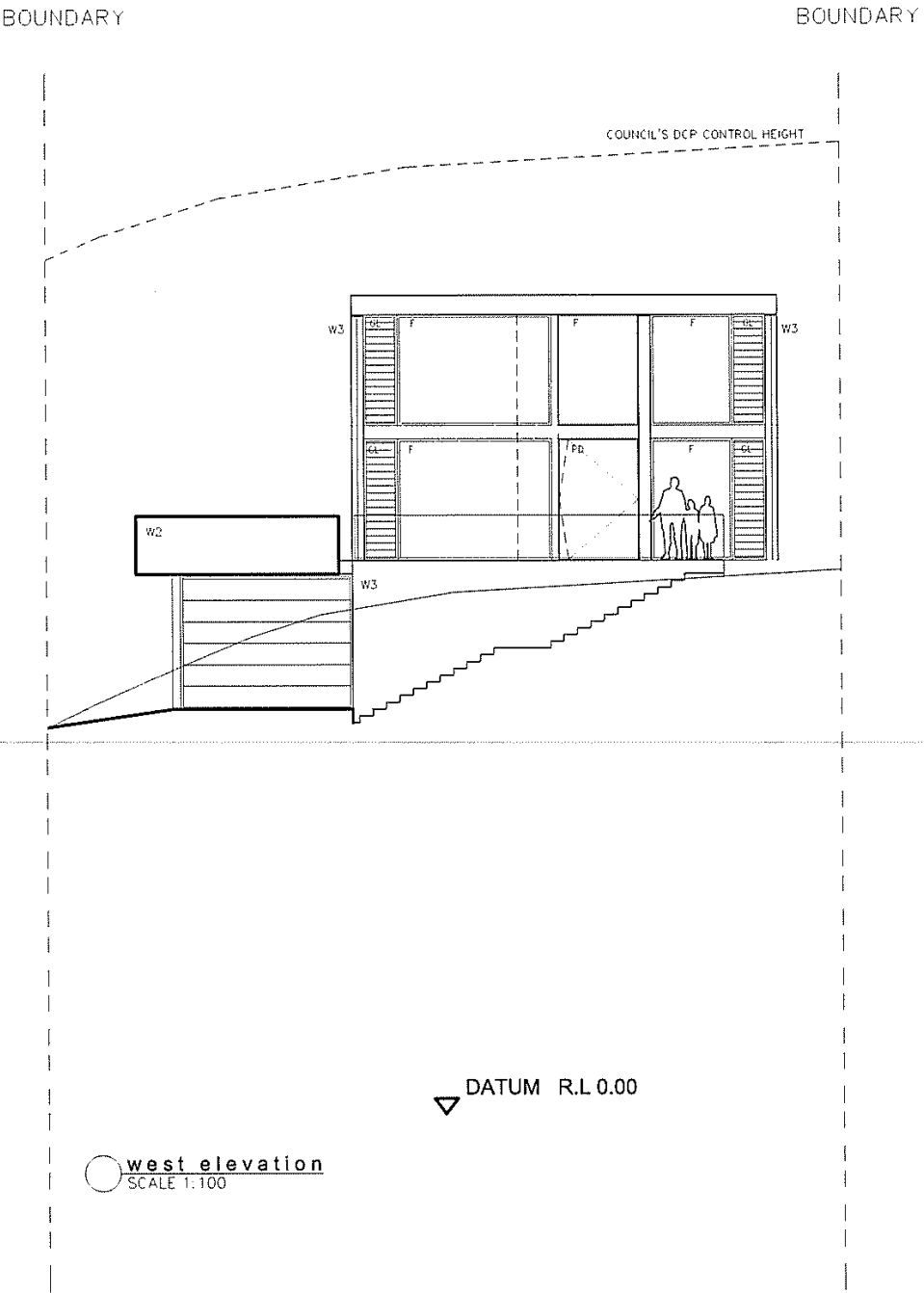
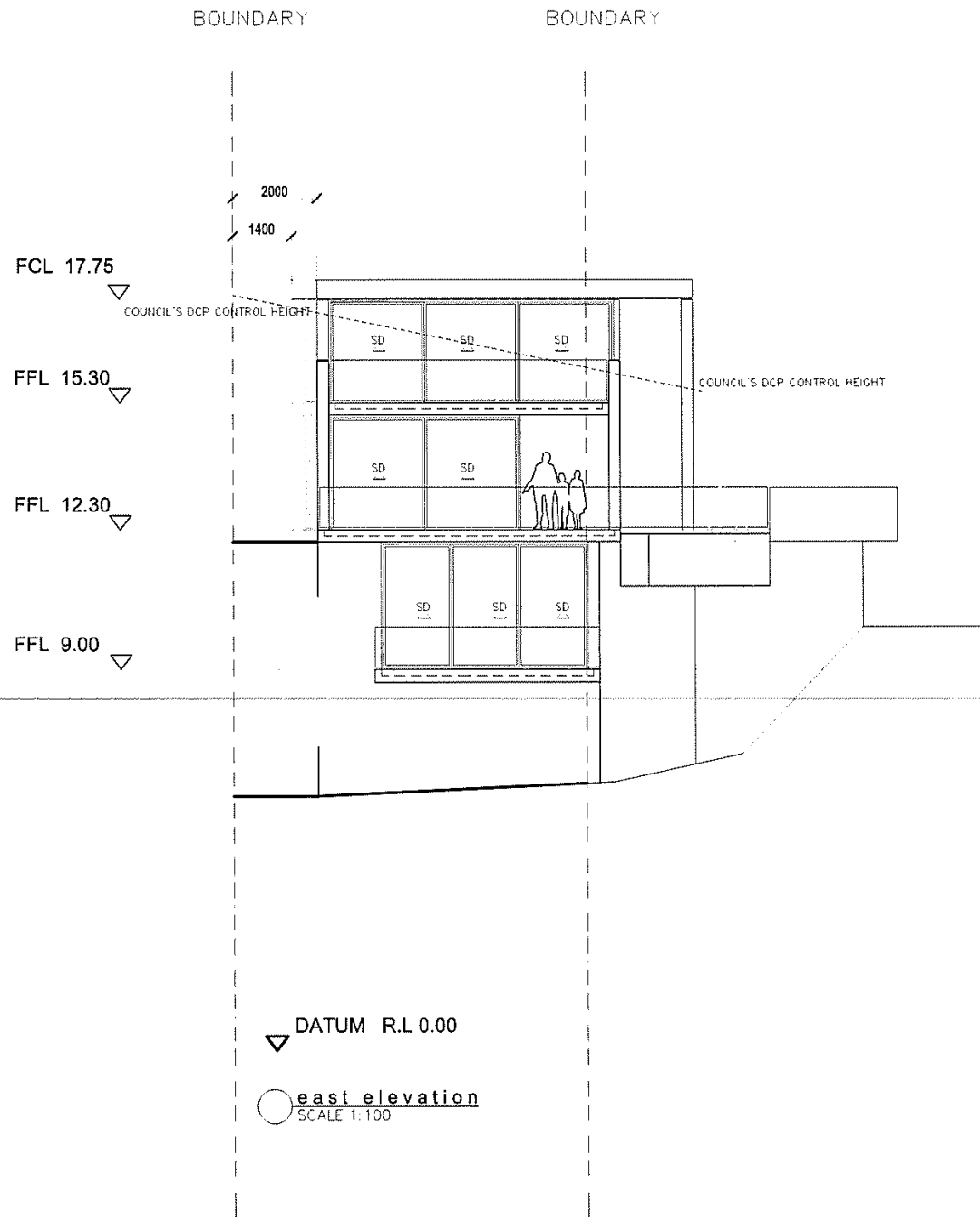
issue	drawn	chkd
	M. KENSEY	M. EASTHAM
	M. KENSEY	M. EASTHAM

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the entrance
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Mark Eastham - Director
Registered Architect No. 8610

east+west

LEGEND	
roof	
CR	Concrete Roof Slab + Decorative Recycled Pebbles
DP	Copper Downpipe as Hydrant Eng
walls finishes	
W1	sandstone
W2	acrylic render
W3	ull form concrete
W4	timber cladding



2319/DA - A11/A
east+west elevation

project:
benvenuto house
21 elizabeth drive
noraville

client:
benvenuto

ref:
2319

scale:
1 : 1 0 0

date	revision	issue	drawn	chkd
22/09/2017	DA ISSUE		M. HENSEY	M. EASTHAM
14/02/2018	DA AMEND - SOUTH + EAST SETBACK'S, HEIGHT + FSR		M. HENSEY	M. EASTHAM

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An aerial photograph of the Gosford CBD. In the foreground, there is a large green field (Gosford Oval) and a road with palm trees. To the left is a body of water with several boats. In the background, there are hills and a dense urban area with various buildings. A white circular logo for Central Coast Council is in the upper left. The title text is centered over the image.

Central
Coast
Council

SHORT, MEDIUM AND LONG TERM CAR PARKING UPDATE FOR GOSFORD CBD

29 OCTOBER 2018

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EXECUTIVE SUMMARY

The purpose of this report is to provide an update to Council on the Gosford (CBD) Parking Strategy along with recommendations to alleviate the current car parking shortage being experienced in the CBD, a component of the Central Coast Local Government Area (LGA) Parking Strategy.

Whilst increasing the amount of parking in close proximity to the CBD may seem like a simple proposition, there are numerous layers of complexity which need to be considered. As the patronage of the CBD increases in coming years, the issues currently being experienced will only intensify if not properly planned and executed. If the issue of parking is not managed or addressed in a disjointed fashion, the negative implications for the long-term viability of the CBD as a vibrant, growing place to live and work could impact the future growth and economy.

Council is developing a Parking Strategy that will provide short (<12 months), medium (<2 years) and long (>5 years) term plans for parking in the CBD. This overarching strategy will guide parking plans, and improve economic growth and liveability for future sustainability of the CBD. This Strategy is shaped by the Community Strategic Plan (CSP) which includes the following objectives:

Theme	Description
BELONGING	<ul style="list-style-type: none"> A1 Work within our communities to connect people, build capacity and create local solutions and initiatives A4 Enhance community safety within neighbourhoods, public spaces and places B4 Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors
SMART	<ul style="list-style-type: none"> C1 Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast C2 Revitalise Gosford City Centre, Gosford Waterfront and town centres as key destinations and attractors for businesses, local residents, visitors and tourists C3 Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents C4 Promote and grow tourism that celebrates the natural and cultural assets of the Central Coast in a way that is accessible, sustainable and eco-friendly
GREEN	<ul style="list-style-type: none"> E4 Incorporate renewable energy and energy efficiency in future design and planning, and ensure responsible use of water and other resources
RESPONSIBLE	<ul style="list-style-type: none"> H2 Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods, and community facilities H3 Create parking options and solutions that address the needs of residents, visitors and businesses H4 Plan for adequate and sustainable infrastructure to meet future demand for transport, energy, telecommunications and a secure supply of drinking water
LIVEABLE	<ul style="list-style-type: none"> J1 Create adequate, reliable and accessible train services and facilities to accommodate current and future passengers J2 Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport J3 Improve bus and ferry frequency and ensure networks link with train services to minimise journey times J4 Design long-term, innovative and sustainable transport management options for population growth and expansion K1 Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities

As part of the strategy, it is important that Council actively and effectively manage existing parking, improve town planning, and implement initiatives such as pedestrian walkways, cycling, and public transport options to the CBD.

In March 2018 Council engaged Traffic and Transport Consultant Bitzios Consulting, to assist Council in the preparation of Parking Strategy for the Central Coast (LGA). This engagement is divided into two (2) separate parts:

- 1 Gosford CBD Short Term Parking Strategy including impacts associated with the potential loss of free parking at the Kibbleplex Shopping Centre (535 spaces).
- 2 Central Coast LGA - Short, Medium and Long Term Parking Strategy, that covers the entire area of the Central Coast.

Part 1 – Gosford CBD Short Term Parking Strategy

Part 1 of the engagement has been completed with the final version of the Gosford Short Term Parking Strategy issued on 22 June 2018. A briefing for Councillors was held on 16 July 2018.

Bitzios Consulting completed a detailed review of existing parking locations, road hierarchy, active transport networks, public transport networks, Local Environmental Plans (LEP), CSP, population projections for the CBD, current CBD parking policies relating to demand management, enforcement, on-street parking regulations and employment projections.

In addition, 'snap shot parking surveys' for both on-street and off-street parking was completed to identify utilisation of all available parking supply within the CBD. Detailed hourly "supply versus demand" modelling was carried out using the 'snap shot parking surveys,' demonstrating the shortfall in various CBD locations throughout the day. Additionally, voluntary interviews were conducted at Gosford Train Station and Baker Street Car parking station identifying the location of departure and destination of respondents.

As part of the scope of work, the following parking strategy options were also investigated:

- Introducing shuttle bus service to the CBD and its surrounding areas
- Park and ride (both bus/cycle) opportunity on the fringes of the CBD centre
- Opportunities for bus/rail interchange integrated into a car park station
- Community education and behavior management strategies to encourage a shift from private car to public transport

Council staff have been working in partnership with a Traffic and Parking Sub-Committee set up by the Central Coast Delivery, Coordination and Monitoring Committee (DCMC) under the Department of Premier and Cabinet's regional governance framework as a task group to oversee and coordinate the implementation of the Central Coast Regional Plan consistent with the Implementation Plan. The Traffic and Parking Sub-Committee is chaired by the Coordinator General for the Central Coast and meets monthly. The Traffic and Parking Committee has been established in response to transport and parking issues identified through the Revitalisation of Gosford City Centre and has representatives from the Department of Planning and Environment, Central Coast Council, Roads and Maritime Services and Transport for NSW to ensure a coordinated response to those issues. The subcommittee supports the DCMC to identify, analyse and resolve traffic, parking and movement issues within the Gosford City Centre.

Council staff and the Traffic and Parking Subcommittee have been working closely to identify suitable short term car parking options surrounding the CBD. Detailed feasibility and site investigations are underway on a number of possible site locations for short, medium and long term car parking options to be constructed and delivered for the CBD by June 2019.

The key recommendations from Bitzios Consulting for this Strategy are:

- Prepare a Transport Management Plan;
- Continue detailed investigation on the identified sites for short, medium and long term strategies outlined in this report;
- Review development parking rates; and
- Undertake trials of various smart parking technologies.

Part 2 – Central Coast LGA - Short, Medium and Long Term Parking Strategy

Central Coast LGA - Short, Medium and Long Term Parking Strategy, that covers the entire area of the Central Coast is currently being undertaken by Bitzios Consulting and Council is still investigating sites in line with this Strategy which is likely to be reported to Council in February 2019.

Councils key recommendations outlined in this report are:

- 1 Identified short term strategies to be endorsed and implemented within a 12 month period by Council, to alleviate the current car parking shortage being experienced in the CBD.
- 2 Seek Councils endorsement to proceed to detailed design and costing investigations for the identified medium and long term strategies with follow up report likely to Council in February 2019

INTRODUCTION

Strategically positioned at the gateway to the Central Coast, Gosford is identified as the capital of the Central Coast and is expected to grow. Integrated transport infrastructure, which includes effective parking and transport management, is essential to attracting residents and visitors to the City.

The CBD is limited in its capacity to accommodate growth in parking supply due to a number of structural factors, including:

- Geological position, environmental impacts in terms of surrounded by water and mountains
- Current zoning such as the B4 zone which does not permit car parks
- Land use in the CBD which has a higher and better value as commercial or residential over car parking
- Planning regulations such as the Gosford LEP2014 have traditionally required lower car parking rates for commercial, retail and residential development in comparison to other regional cities. Table 1 below provides a comparison parking provision rate outlined in the LEP2014 and DCP2013 with other comparative LGA's in NSW.

Table 1: Parking Provision Rates Benchmarking

LGA	Commercial Rate	Retail Rate	Residential Rate
Gosford LEP2014	1 space per 75m ² GFA	1 space per 40m ² GFA	-
Gosford Waterfront DCP2014	1 space per 80m ² GFA	1 space per 18m ² GFA	Resident (B 1): 1 space/dwelling Resident (B 2): 1.2 spaces/dwelling Resident (B 3+): 1.5 spaces/dwelling Visitor: 1 space per 800m ² GFA
Gosford DCP2013	1 space per 40m ² GFA	1 space per 40m ² GFA	Resident (B 1): 1 space/dwelling Resident (B 2): 1.2 spaces/dwelling Resident (B 3+): 1.5 spaces/dwelling Visitor: 0.2 spaces per dwelling
Newcastle	1 space per 50m ² GFA	1 space per 60m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.2 spaces per dwelling
Hawkesbury	1 space per 30m ² GFA	1 space per 30m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.2 spaces per dwelling
Lake Macquarie	1 space per 40m ² GFA	1 space per 25m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.25 spaces per dwelling
Cessnock	1 space per 30m ² GFA	1 space per 45m ² GFA	Resident: 1 car spaces per dwelling Visitor: N/A
The Hills	1 space per 25m ² GFA	1 space per 18.5m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.4 spaces per dwelling
Hornsby	1 space per 48m ² GFA	1 space per 29m ² GFA	Resident: 1 car spaces per dwelling Visitor: N/A
Northern Beaches	1 space per 40m ² GFA	1 space per 40m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.25 spaces per dwelling

- Limited/misaligned public transport networks and timetables coming into and leaving the CBD

The level of amenity provided in any city is impacted by a number of factors, not least of which is one's ability to move around as required (whether on foot, bicycle or in a vehicle). Directly linked to this is the ability to park a vehicle and undertake tasks as required. To ensure users of the CBD are able to do this, a number of flexible, future-focused strategies will need to be implemented.

BACKGROUND & HISTORY

Our community's current and future parking needs for the CBD can be classified as follows:



Shoppers

Convenient access to businesses and service in the CBD



Workers

All-day parking for workers in CBD



Commuters

All-day parking to access Gosford Station

Future population growth, coupled with the increasing demands for commuter parking, and increased economic activity around the CBD, will all place considerable strain on the limited existing parking capacity.

Within the Bitzios Consultant's report (see Attachment 2) it highlights that the CBD is now at full capacity with all publicly available car parking at the Gosford Station occupied before 7:00am on weekdays. Furthermore, it is understood that all-day commuter parking demand then continues to "spill" into the CBD. This generally has a negative impact on local businesses and residents alike, with residents' ability to undertake basic daily tasks hampered.

There is an urgent requirement to address the short term needs of the CBD, which it is anticipated will lose 535 free car parking spaces at the Kibbleplex Shopping Centre (The date of closure is unknown at this stage). Further investigations are being carried out for the Central Coast LGA Parking Strategy which includes planning for at our major train stations and tourist spots. A detailed, comprehensive and well informed Car Parking Strategy was required as the basis for future Council decision making in relation to Car Parking.

Context

The following is an extract from the Bitzios Report.

Gosford is located in the heart of the Central Coast region and is located approximately 76km north of the Sydney CBD.

There are three (3) distinct parking "markets" within the Gosford CBD, including:

Market 1: Gosford Train Station (i.e. 'Park and Ride (Train)' for access to the Sydney CBD);

Market 2: Gosford CBD/commercial core; and

Market 3: Central Coast Local Health District.

The "Central Coast and Newcastle Line" provides rail access to Sydney, with an 80-minute (approximate) commute time between Gosford Station and Central Station. As such, there is a significant demand for all-day parking at the Gosford Station commuter car park, with all 1,115 spaces occupied prior to 7:00am.

Within the core, there are approximately 1,100 publicly available all-day parking spaces, including:

- 570 paid spaces within the Council-owned Gosford City Car Park on Baker Street (Baker Street); and
- 535 free spaces within the privately-owned Kibbleplex Shopping Centre (Kibbleplex), which is planned to be demolished and redeveloped in the foreseeable future.

Study Area and Parking Precincts

The study area has the following five "parking precincts" (see Figure 1 below):

- **Precinct 1 (P1):** CBD Central (Commercial Core and Mixed Use);
- **Precinct 2 (P2):** CBD South (Mixed Use and Residential);
- **Precinct 3 (P3):** CBD North (Mixed Use and Residential);
- **Precinct 4 (P4):** Health and Education (Hospital and Schools); and
- **Precinct 5 (P5):** Station and Surrounds (Train Station, Mixed Use and Residential).

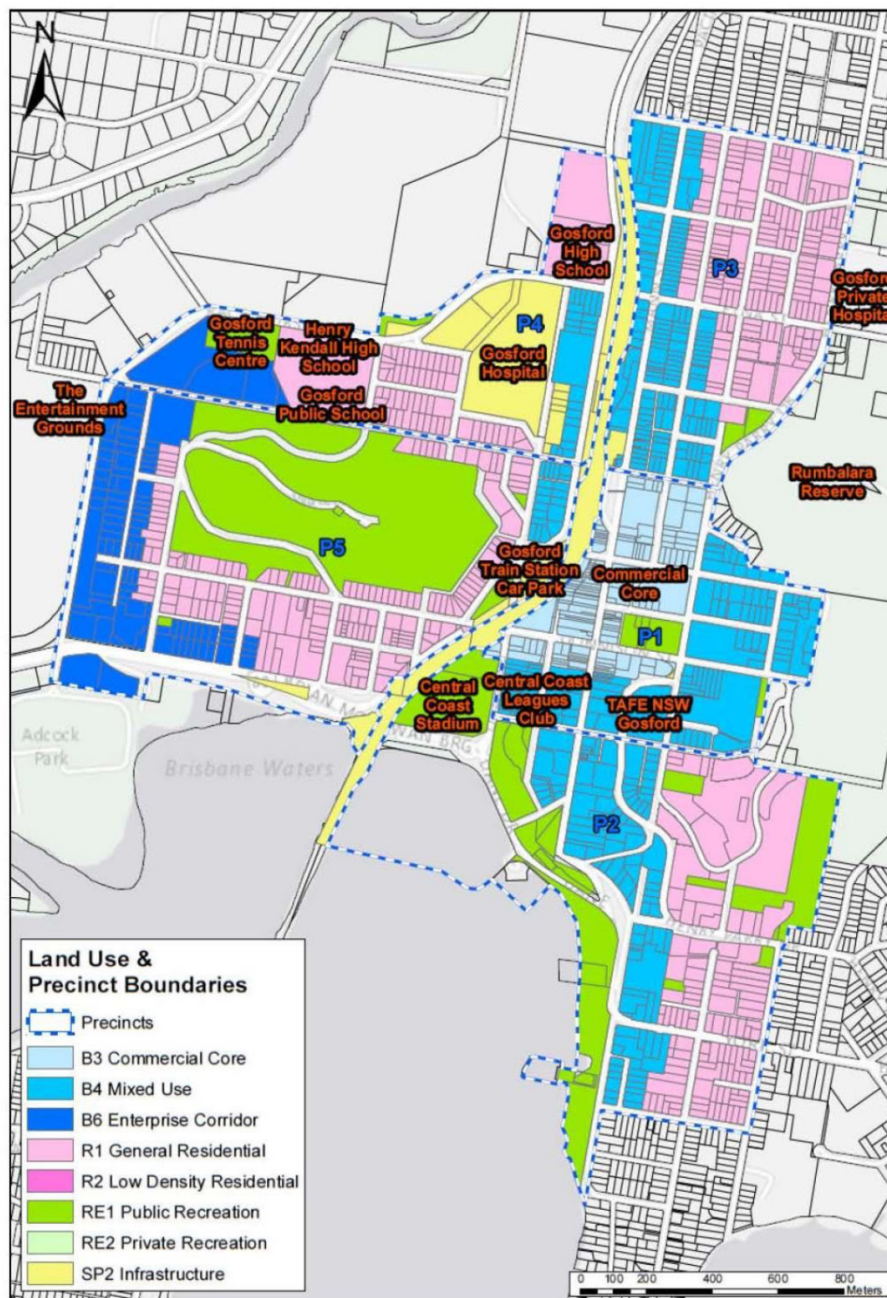


Figure 1: Study Area, Land Uses and Precinct Boundaries

In addition to the above, there has been in the order of 60 applications for large development approved in the CBD over the past few years with a total construction value estimated at \$1.6 billion.

Imminent Shortfall in All-Day Parking Supply

The all-day parking arrangements within the CBD will be significantly impacted in the foreseeable future due to the following factors:

- The Australian Taxation Office (recently constructed) and the Department Finance Services and Innovation Building (currently under construction) will collectively generate in the order of 1,200 new jobs within the commercial core, however, will provide only 200 additional off-street parking spaces, which equates to one (1) space per six (6) employees. Under an opportunistic rate of 1.5 employees per parked vehicle, the potential overflow all-day parking demand could be in the order of 600 spaces;
- The Gosford District Hospital is currently undergoing a major redevelopment. Whilst the expansion will include the construction of a new 800 space multi-storey parking station for staff, patients and visitors, the expansion will likely increase the demand for free all-day kerbside parking within walking distance of the hospital. Whilst this is difficult to quantify, it could be in the order of 200 to 300 spaces; and
- The privately-owned Kibbleplex Shopping Centre is approved to be redeveloped. It currently provides 535 free all-day parking spaces in the heart of the CBD, which equates to approximately 50% of the publicly available all-day parking supply within the commercial core.

The above findings highlight that there could be a shortfall of 535 all-day parking spaces within the core in the immediate future, and that this shortfall could increase to approximately 1,200 spaces once the Australian Taxation Office and Department Finance Services and Innovation Building are constructed and operating at capacity.

Figure 2 provides an overview of the short-term parking challenges within the Gosford CBD.

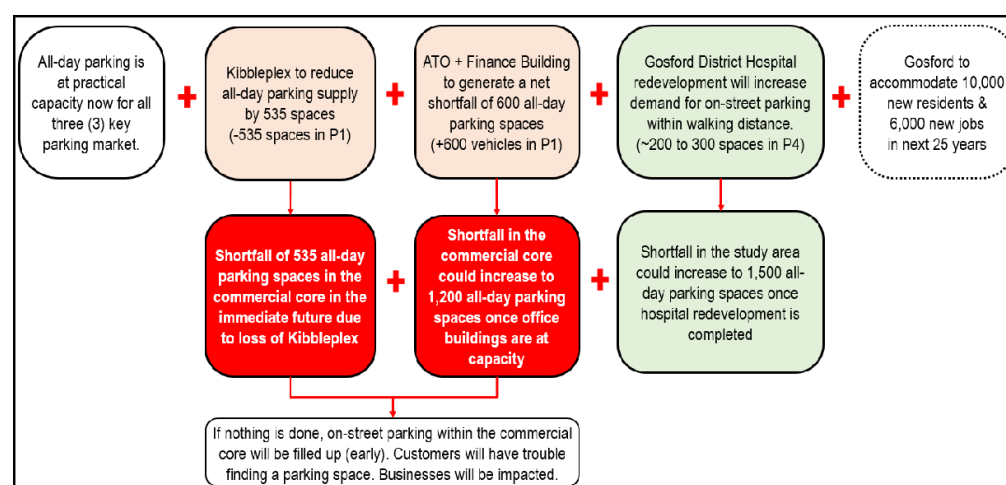


Figure 2: Short-Term Parking Challenge within the Gosford CBD

Current Parking Overview

Kerbside Parking

Kerbside parking is defined as on street parking. Table 2 and Figure 3 provides a summary of allocated kerbside parking by type and precinct.

In presenting this data, the following definitions have been adopted:

- **Long-Stay Parking type:** "Accessible", "4P", and "Unrestricted" (i.e. low turnover spaces); and
- **Short-Stay Parking type:** "10min", "1/4P", "1/2P", "1P", and "2P" (i.e. high turnover spaces).

Note: Accessible = Parking for Persons with Disabilities

"P" represents the time limit applicable to the parking e.g. 4P = 4 hour Parking.

Table 2: Kerbside Parking Supply by Precinct

Precinct	Long-Stay Parking			Short-Stay Parking					Total
	Unrestricted	4P	Accessible	2P	1P	1/2P	1/4P	10min P	
1	153	51	8	132	213	14	15	16	602
2	504	67	1	18	59	-	2	-	651
3	516	-	-	75	89	-	-	5	685
4	775	39	6	-	-	-	-	36	856
5	784	-	-	-	-	-	-	24	808
Total	2,732	157	15	225	361	14	17	81	3,602
	2,904 (81%)			698 (19%)					

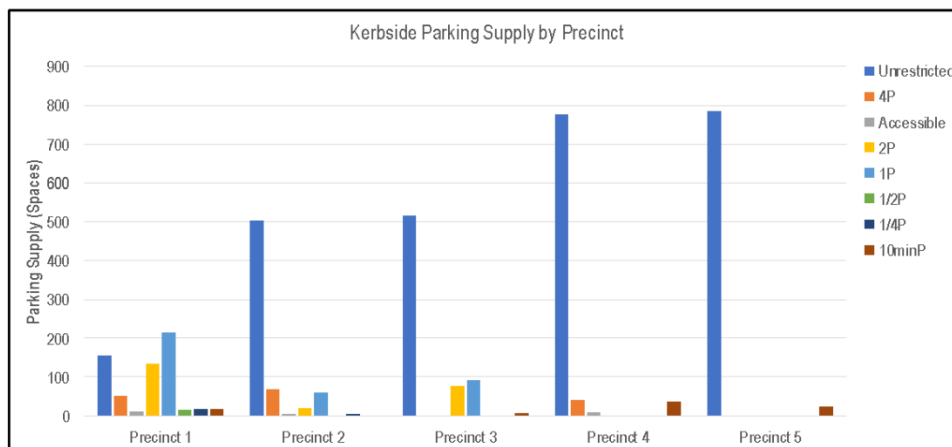


Figure 3: Kerbside Parking Supply by Precinct

Summary

- The total number of kerbside parking within the Gosford CBD is 3,602 with 81% being Long-Stay parking.

Off-street Parking

Table 3 and Figure 4 provides a summary of the parking capacity at each location.

Table 3: Off-Street Parking Supply by Location

ID	Name	Precinct	Long-Stay	Short-Stay		TOTAL (Spaces)	Publicly Available (Spaces)
			Unrestricted	3P	2P		
1	Gosford Station Car Park	5	1,119	-	-	1,119	1,119
2	Baker Street Car Park	1	671	35	-	706	605
3	Imperial Shopping Centre	1	399	-	-	399	-
4	Woolworths Shopping Centre	1	107	-	-	107	-
5	Central Coast Leagues Club	1	355	-	-	355	-
6	Park Plaza Shopping Mall	1	-	-	51	51	-
7	Gateway Centre Gosford	1	49	-	-	49	-
8	Kibbleplex Shopping Centre	1	535	-	-	535	535
9	AquaSplash Car Park	2	-	-	26	26	-
10	Yacht Sailing Club Car Park	2	75	-	-	75	-
Total	-	-	3,310 (97%)	112 (3%)		3,422	2,259 (66%)

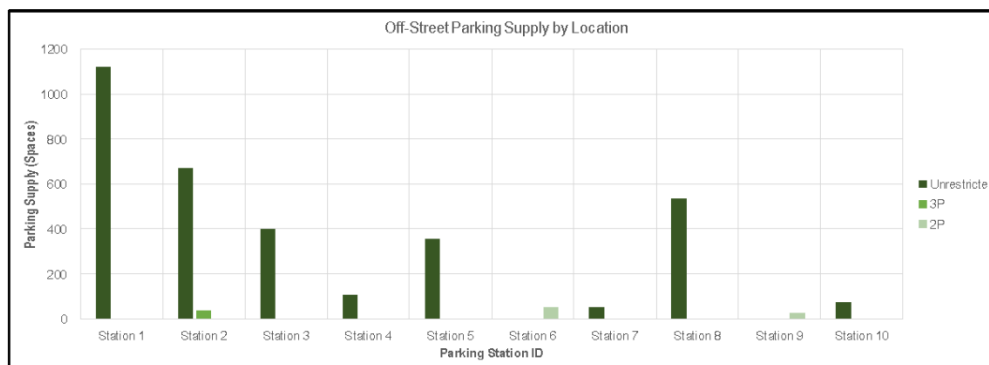


Figure 4: Off-street Parking Supply by Location

Summary

The total number of off street parking within Gosford CBD is 3,422, 66% of these spaces being available for public use. These numbers are further reduced with the anticipated loss of Kibbleplex (The date of closure is unknown) potentially reducing the off street CBD car parking supply to 2887, with 60% of these spaces being available for public use.

Total Parking Supply

Table 4 provides a summary of the total parking supply by precinct.

Table 4: Total Parking Supply by Precinct

Precinct	Kerbside Parking			Off-Street Parking			Total Parking			Distribution
	Long-Stay	Short-Stay	Total	Long-Stay	Short-Stay	Total	Long-Stay	Short-Stay	Total	
1	212	390	602	2,116	86	2,202	2,328	476	2,804	40%
2	572	79	651	75	26	101	647	105	752	11%
3	516	169	685	-	-	-	516	169	685	10%
4	820	36	856	-	-	-	820	36	856	12%
5	784	24	808	1,119	-	1,119	1,903	24	1,927	27%
Total	2,904	698	3,602	3,310	112	3,422	6,214	810	7,024	100%
	81%	19%	100%	97%	3%	100%	88%	12%	100%	

In summary, there are in the order of 7,000 parking spaces within the study area, with approximately:

- 51% kerbside parking spaces and 49% off street parking spaces; and
- 88% long stay (i.e. 4P, unrestricted, Accessible etc.) and 12% short stay (ie. 3P, 2P, 1P etc.)

Based on the above, and relative to other city centres of a similar scale, there appears to be an imbalance in short stay, to long stay parking within the study area. An evolving centre like the Gosford CBD would be expected to have an increase in short stay parking upwards of 20%.

It is important to note that this supply does not include all private off street parking within the study area.

Journey to Work

Table 5 provides a summary of the Australian Bureau of Statistics (ABS) journey to work data from the 2016 Census, for the suburb of Gosford, the Central Coast LGA, and for the state of NSW.

Table 5: Journey to Work (by Residents of Each Area)

Travel to Work	Gosford (Suburb)	Central Coast (LGA)	NSW (State)
Car, as driver (one method)	863 (50.0%)	91,077 (65.3%)	1,953,399 (57.8%)
Car, as passenger (one method)	73 (4.2%)	6,388 (4.6%)	252,786 (7.5%)
Travelled by car as driver or passenger	997 (57.0%)	102,048 (73.1%)	2,182,854 (64.6%)
Train (one method)	270 (15.7%)	5,346 (3.8%)	252,786 (7.5%)
Bus (one method)	50 (2.9%)	1,437 (1.0%)	133,903 (4.0%)
Travelled by public transport	400 (22.9%)	12,297 (8.8%)	540,215 (16.0%)
Walked (one method)	159 (9.2%)	2,326 (1.7%)	130,957 (3.8%)
Total	1,751 (100%)	139,593 (100%)	3,380,332 (100%)

Source: http://www.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11722?opendocument

Parking Demand Analysis

Kerbside Parking

Table 6 identifies the kerbside parking supply and demand. Whilst the data shows parking spaces available, these available parking spaces are primarily near the fringes of the precincts, not in the centre, as shown in Figure 5.

Table 6: Summary of Parking Demands at Peak (12:00pm) - Kerbside Parking 2 May 2018

Precinct	Long-Stay Parking			Short-Stay Parking					Total
	Unrestricted	4P	PWD	2P	1P	1/2P	1/4P	10min P	
Supply (Spaces)									
1	153	51	8	132	213	14	15	16	602
2	504	67	1	18	59	-	2	-	651
3	516	-	-	75	89	-	-	5	685
4	775	39	6	-	-	-	-	36	856
5	784	-	-	-	-	-	-	24	808
Total	2,732	157	15	225	361	14	17	81	3,602
	2,904			698					
Demand (Vehicles)									
1	107	30	7	98	136	3	12	7	400
2	306	50	1	14	46	-	2	-	419
3	345	-	-	55	72	-	-	5	477
4	676	33	2	-	-	-	-	28	739
5	412	-	-	-	-	-	-	8	420
Total	1,846	113	10	167	254	3	14	48	2,455
	1,969			486					
Occupancy (%)									
1	70%	59%	88%	74%	64%	21%	80%	44%	66%
2	61%	75%	100%	78%	78%	-	100%	-	64%
3	67%	-	-	73%	81%	-	-	100%	70%
4	87%	85%	33%	-	-	-	-	78%	86%
5	53%	-	-	-	-	-	-	33%	52%
Total	68%	72%	67%	74%	70%	21%	82%	59%	68%
	68%			70%					

Off-Street Parking

Table 7 shows where there is potential car parking available off-street. The areas that have potential for better utilisation would be Gosford station, Baker Street, Central Coast Leagues Club and the foreshore reserve carpark adjacent to Gosford Sailing Club. Further detail in relation to these sites is available later in this report.

Table 7: Summary of Parking Demands at Peak (12:00pm) - Off-Street Parking 2 May 2018

ID	Name	Precinct	Parking Supply (Spaces)	Peak Demand (Vehicles)	Peak % Occupied	Spare Capacity (Spaces)	Spare Publicly Available Capacity (Spaces)
1	Gosford Station Car Park	5	1,119	1,058	95%	61	61
2	Baker Street Car Park	1	706	568	80%	138	112
3	Imperial Shopping Centre	1	399	384	96%	15	-
4	Woolworths Shopping Centre	1	107	107	100%	0	-
5	Central Coast Leagues Club	1	355	137	39%	218	-
6	Park Plaza Shopping Mall	1	51	51	100%	0	-
7	Gateway Centre Gosford	1	49	49	100%	0	-
8	Kibbleplex Shopping Centre	1	535	534	100%	1	1
9	AquaSplash Car Park	2	26	23	88%	3	-
10	Yacht Sailing Club Car Park	2	75	2	3%	73	-
Total			3,422	2,913	85%	509	173

Total Demand

Table 8 provides a summary of the peak parking network within each of the identified parking precincts at 12:00pm on 2 May 2018.

Table 8: Summary of Parking Demands at Peak (12:00pm) - Total Area 2 May 2018

Precinct	Parking Supply (Spaces)	Parking Demand (Vehicles)	% Occupied	Underutilised Capacity (Spaces)
1	2,804	2,230	80%	574
2	752	444	59%	308
3	685	477	70%	208
4	856	739	86%	117
5	1,927	1,478	77%	449
Total	7,024	5,368	76%	1,656

The findings show that there are over 7,000 parking spaces within the study area, with approximately 51% located on-street and 49% off-street. During this peak period at 12:00pm, the kerbside parking supply was observed to be at 68% capacity (which is below the practical capacity of 85%), whilst off-street parking supply was observed to be at 85% (which is close to fully occupied). Overall, all five (5) precincts had spare capacity with a total occupancy for the study area of 76%, however this spare capacity was observed on the fringes of the study area and away from key parking generators as show in Figure 5.

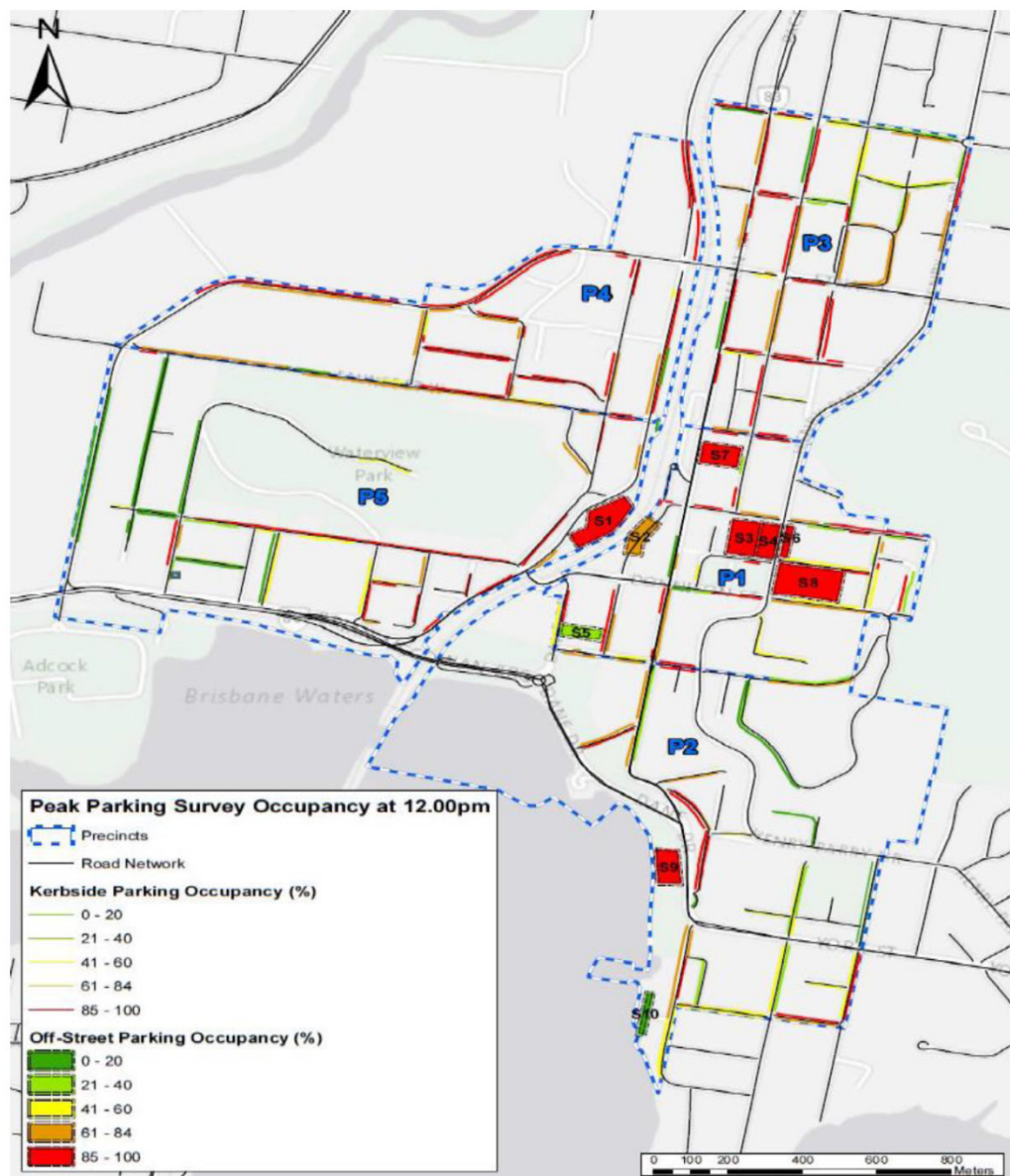


Figure 5: Gosford CBD Peak Parking Occupancy on Wednesday 2 May 2018 at 12:00pm

All-Day Parking Demands by Parking Markets

There are three (3) distinct all-day parking “markets” within the Gosford CBD, including:

- **Market 1:** Gosford Train Station (i.e. ‘Park and Ride (Train)’ for access to the Sydney CBD);
- **Market 2:** Gosford CBD / commercial core; and
- **Market 3:** Central Coast Local Health District (CCLHD).

All three (3) parking markets generate significant all-day parking demands, as summarised below:

- **Market 1:** recorded a peak parking demand of 1,113 vehicles within the Gosford Train Station commuter car park located on Showground Road, which equates to a peak occupancy of 99%;
- **Market 2:** recorded a peak parking demand of 1,001 vehicles within the Baker Street and Kibbleplex Shopping Centre parking stations located within the Gosford CBD, which equates to a peak occupancy of 91% of the publicly available supply. It also appears that overflow all-day parking is occurring within private parking stations such as the Imperial and Woolworths Shopping Centres, despite the high parking rates (e.g. \$16.50 per day) imposed to discourage such behaviour; and
- **Market 3:** recorded a peak demand of 713 vehicles on-street within the CCLHD precinct, which equates to a peak occupancy of 87%.

The above findings highlight that the publicly available all-day parking supply within the Gosford CBD and surrounds is currently at practical capacity (i.e. greater than 85%).

Parking Interview Surveys

Interviews were conducted from Monday, 21 May 2018 to Friday, 25 May 2018, at the following times:

- **Gosford Station Car Park:** 5:00am to 9:00am; and
- **Baker Street Car Park Station:** 7:00am to 11:00am.

The intent of undertaking interviews at Gosford Station Car Park was to understand where rail commuters originate and gauge level of support for potential short-term parking strategies. The intent of undertaking interviews at Baker Street Car Park Station was to understand where Gosford CBD workers originate and gauge level of support for potential short-term parking strategies.

Table 9 provides a summary of the number of surveys completed at each location.

Table 9: Parking Interviews: Number of Surveys per Day by Location

Station	Monday	Tuesday	Wednesday	Thursday	Friday	Total
Gosford Station	59	67	58	41	56	281
Baker Street	58	54	82	48	56	298
Total	117	121	140	89	112	579

The survey staff also recorded the number of vehicles parked on-site before and after the interview period, in order to estimate the size of the sample. The results are summarised in Table 10 and Table 11 below.

Table 10: Parking Interviews: Estimated Sample Size at Gosford Station

No of Vehicles	Monday	Tuesday	Wednesday	Thursday	Friday	Average
Start (before 5:00am)	174	191	186	205	198	191
Finish (after 9:00am)	985	996	989	991	982	989
Additional Vehicles	811	805	803	786	874	798
No of Interviews	59	67	58	41	56	56
Sample Size	7.3%	8.3%	7.2%	5.2%	7.1%	7.0%

Table 11: Parking Interviews: Estimated Sample Size at Baker Street Station

No of Vehicles	Monday	Tuesday	Wednesday	Thursday	Friday	Average
Start (7:00am)	38	42	34	36	24	35
Finish (11:00am)	483	498	498	498	422	480
Additional Vehicles	445	456	464	462	398	445
No of Interviews	58	54	82	48	56	59
Sample Size	13.0%	11.8%	17.7%	10.4%	14.1%	13.4%

Key points to note:

- 281 surveys were conducted at Gosford Train Station, which equates to an approximate sample size of 7.0%; and
- 298 surveys were conducted at Baker Street Station, which equates to an approximate sample size of 13.4%.

Respondents were asked to provide the postcode of both their origin and destination. Table 12 lists the postcodes provided in the survey and corresponding suburbs to assist in the interpretation of the results of the parking survey.

Table 12: Postcodes and Suburbs

Postcode	Suburbs
2000	Sydney, South Sydney, Barangaroo, The Rocks, Haymarket, Millers Point, Dawes Point and Parliament House NSW
2020	Mascot, Sydney Domestic Airport and Sydney International Airport
2060	HMAS Platypus, HMAS Waterhen, Lavender Bay, McMahon's Point, North Sydney and Waverton
2067	Chatswood and Chatswood West
2072	Gordon
2077	Asquith, Hornsby, Hornsby Heights and Waitara
2150	Harris Park, Parramatta and Parramatta Westfield
2250	Bucketty, Calga, Central Mangrove, East Gosford, Erina, Erina Fair, Glenworth Valley, Gosford, Greengrove, Holgate, Kariang, Kulnura, Lisarow, Lower Mangrove, Mangrove Creek, Mangrove Mountain, Matcham, Mooney Mooney Creek, Mount Elliot, Mount White, Narara, Niagara Park, North Gosford, Peats Ridge, Point Clare, Point Frederick, Somersby, Springfield, Tascott, Ten Mile Hollow, Upper Mangrove, Wendoree Park, West Gosford, Wyoming
2251	Avoca Beach, Bensville, Boudi, Copacabana, Davistown, Green Point, Kincumber, Kincumber South, Macmasters Beach, Picketts Valley, Saratoga and Yattalunga

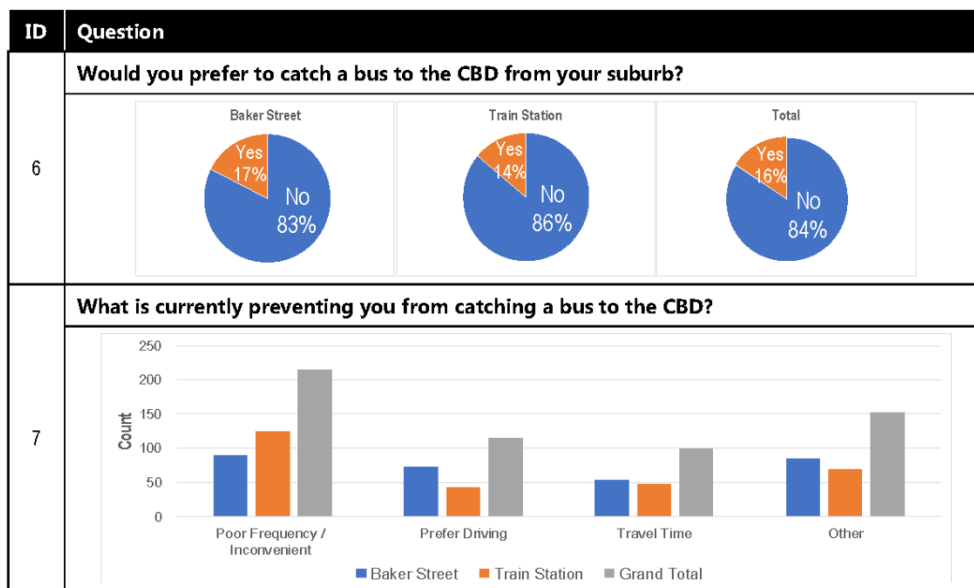
Postcode	Suburbs
2256	Blackwall, Horsfield Bay, Koolewong, Little Wobby, Patonga, Pearl Beach, Phegans Bay, Wondabyne, Woy Woy and Woy Woy Bay
2257	Booker Bay, Box Head, Daleys Point, Empire Bay, Ettalong Beach, Hardys Bay, Killcare, Killcare Heights, Pretty Beach, St Huberts Island, Umina Beach, Wagstaffe
2259	Alison, Bushells Ridge, Cedar Brush Creek, Chain Valley Bay, Crangan Bay, Dooralong, Durren Durren, Frazer Park, Freemans, Gwandalan, Halloran, Hamlyn Terrace, Jiliby, Kanwal, Kiar, Kingfisher Shores, Lake Munmorah, Lemon Tree, Little Jiliby, Mannering Park, Mardi, Moonee, Point Wolstoncroft, Ravensdale, Rocky Point, Summerland Point, Tacoma, Tacoma South, Tuggerah, Tuggerawong, Wadalba, Wallarah, Wamervale, Wybung, Wyee, Wyee Point, Wyong, Wyong Creek, Wyongah and Yarramalong.
2260	Erina Heights, Forresters Beach, North Avoca, Terrigal, Wamberal
2261	Bateau Bay, Bay Village, Berkeley Vale, Blue Bay, Chittaway Bay, Chittaway Point, Glenning Valley, Killarney Vale, Long Jetty, Shelly Beach, The Entrance, The Entrance North, Toowoong Bay, Tumby Umbi
2262	Blue Haven, Budgewoi, Budgewoi Peninsula, Buff Point, Colongra, Doyalson, Doyalson North, Halekulani and San Remo
2263	Canton Beach, Charmhaven, Gorokan, Lake Haven, Norah Head, Norville and Toukley
2300	Bar Beach, Cooks Hill, Newcastle, Newcastle East and The Hill

Table 13 provides a summary of the parking interview results.

Table 13: Parking Interviews: Summary of Results

ID	Question
1	<p>Which postcode did you originate from?</p> <p>Baker Street</p> <p>Train Station</p>

ID	Question
2	Which postcode is your destination?
	<p>Baker Street</p> <p>Train Station</p>
3	Would you utilise a Park and Ride Facility located on the fringe of the CBD?
4	Would you utilise a Park and Walk Facility located within 800m (10 min walk) of the CBD?
	<p>Baker Street</p> <p>Train Station</p> <p>Total</p>
5	Would you catch a train from a different station if they came more often?
	<p>Baker Street</p> <p>Train Station</p> <p>Total</p>



Based on the parking interview survey results, the following observations are noted:

- **Question 1:** 50% of trips originate in Gosford (2250), 33% of trips originate from the east (2251, 2257, 2260, and 2261), 7% of trips originate from the north (2258, 2259, 2262, and 2263), 2% of trips originate from the south (2256), and 8% 'other'. Therefore, the majority of motorists are not travelling far to access the parking stations;
- **Question 2:** 50% of trips have a destination south of the Central Coast LGA including 25% within the Sydney CBD, 40% of trips have a destination in Gosford (2250), and 11% other;
- **Question 3:** there is moderate support for a Park and Ride (Bus) scheme (36% Yes);
- **Question 4:** there is strong support for a Park and Walk scheme (53% Yes);
- **Question 5:** there is strong support to modify train timetable (44% would utilise alternative station);
- **Question 6:** the existing bus network is not frequent or convenient and cannot compete with car accessibility (only 16% prefer to utilise a bus); and
- **Question 7:** there are several barriers preferring high bus mode share including 'poor frequency / inconvenient' (37%), 'prefer driving' (20%), and 'poor travel time' (17%).

Public Transport – Bus Network

There are 28 bus services operated by “Busways” and “Red Bus Services” which service the Gosford Station Interchange. Figure 6 illustrates bus routes and bus stops within the study area.

Table 14 below provides a summary of the relevant bus routes and their frequencies:

Table 14: Bus Routes and their Frequencies

Route No	Provider	Servicing	No of Weekday Services	No of Weekends & Public Holiday Services
17	Red Bus Services	Gosford to The Entrance	7	0
18	Red Bus Services	Gosford to The Entrance	6	0
19	Red Bus Services	Gosford to Wyong	13	28
20	Red Bus Services	Gosford to Matcham Loop	8	0
21	Red Bus Services	Gosford to The Entrance	20	32
22	Red Bus Services	Gosford to The Entrance	15	28
23	Red Bus Services	Gosford to The Entrance	16	22
28	Red Bus Services	Gosford to The Entrance	3	5
32	Busways	Gosford, Somersby, Mangrove Mountain, Spencer	7	0
33	Busways	Gosford West, Gosford, Somersby	9	0
34	Busways	Gosford, Kariiong	27	29
36	Busways	Gosford, Narara, Niagara Park, Ourimbah, Tuggerah	21	29
37	Busways	Gosford, Lisarow, Settlers Park, Ourimbah, Tuggerah	22	30
38	Busways	Gosford, Wyoming	38	42
40	Red Bus Services	Gosford – North Gosford Loop (Red Bus Services)	20	12
41	Red Bus Services	Gosford – West Gosford Loop (Red Bus Services)	7	3
42	Red Bus Services	Gosford – Point Frederick Loop (Red Bus Services)	9	3
43	Red Bus Services	Gosford to Springfield	9	1
44	Red Bus Services	Gosford to Erina Fair	20	24
55	Busways	Gosford, Woy Woy, Umina Beach, Ettalong Beach	33	40
63	Busways	Gosford, Davistown, Saratoga via Green Point	22	22
64	Busways	Gosford, Kincumber, Woy Woy via Empire Bay & Booker Bay	23	27
65	Busways	Gosford, Wagstaffe via Kincumber & MacMasters Beach	6	2
66A	Busways	Gosford, Avoca & Copacabana (anti clockwise route)	13	10
66C	Busways	Gosford, Avoca & Copacabana (clockwise route)	10	10
67	Busways	Gosford, Erina Fair, Terrigal, North Avoca	15	23
68	Busways	Gosford, Erina Fair, Wamberal, Terrigal	20	32
70	Busways	Gosford, Woy Woy, Ettalong Beach via Priestley Parade	11	10

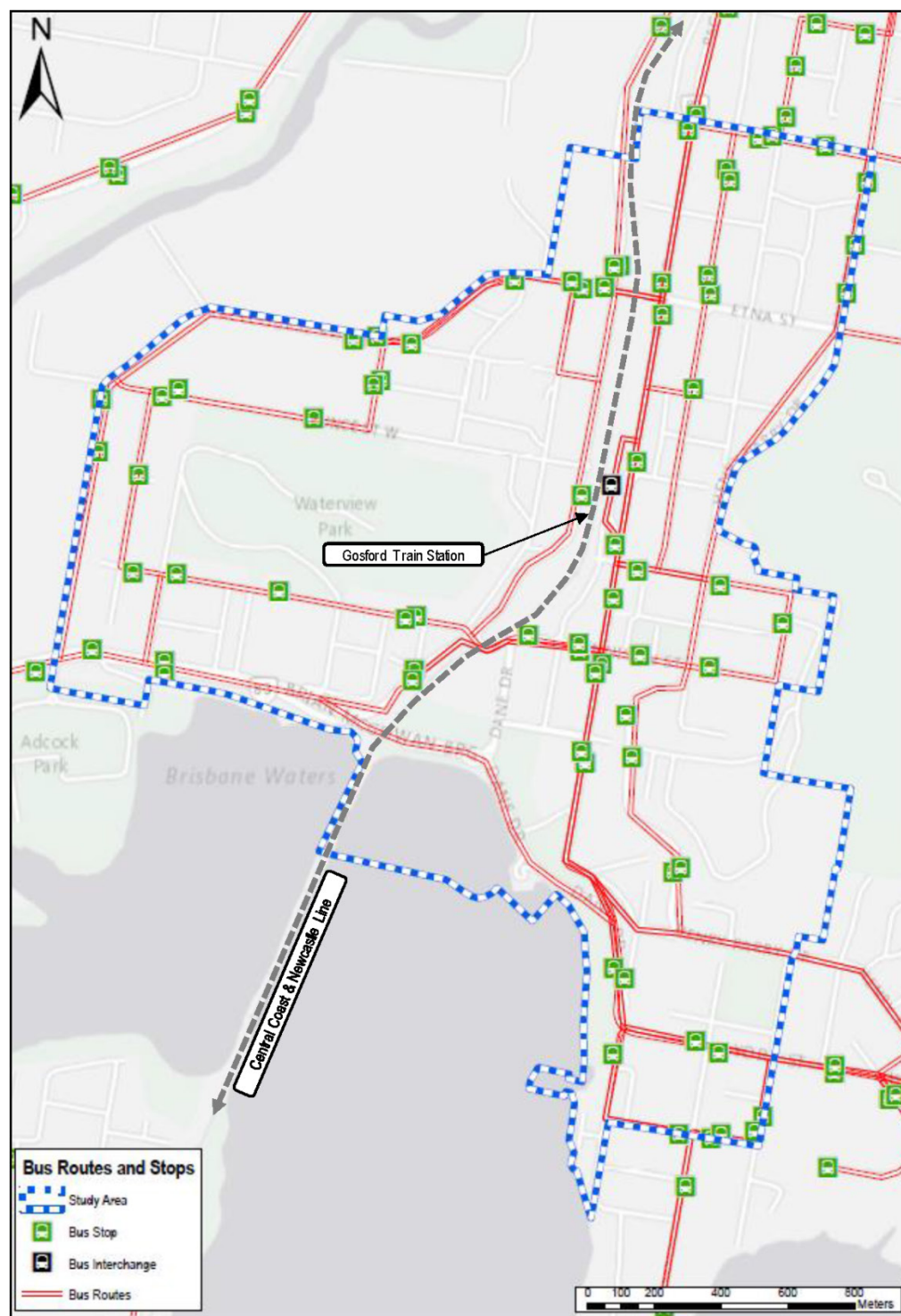


Figure 6: Study Area Bus Routes and Stops

Previous Issues/Recommendations/Mitigation Themes

After reviewing relevant literature and previous studies, the following consistent themes were identified:

- **Theme 1:** There is a lack of short stay parking in the Gosford CBD;
- **Theme 2:** There is a need to shift all-day parking outside the core to free up short stay parking;
- **Theme 3:** There is a need to reallocate long stay off-street parking into short-stay parking;
- **Theme 4:** There is a need to manage parking supply for new developments in the core;
- **Theme 5:** There is a need to reduce private car use and increase alternative transport mode share;
- **Theme 6:** There is a need to improve existing active and public transport infrastructure and services;
- **Theme 7:** There is a need to introduce 'Park and Ride' facilities outside the core, with shuttle buses; and
- **Theme 8:** There is a need to consider paid parking within the core, to protect parking for businesses.

Recommended Short-Term Actions Summary (Bitzios Consulting)

- Strategy Item #1: Utilise spare capacity at the Baker Street parking station (+100 spaces);
- Strategy Item #2: Utilise spare capacity at the Central Coast Leagues Club (+120 spaces);
- Strategy Item #3: Construct 'car parks' on the fringe of the CBD (+1,200 spaces);
- Strategy Item #4: Implement a 'Park and Ride (Bus)' scheme to service the 'car parks' on the fringe of the CBD, and run a shuttle bus loop service into and around the CBD;
- Strategy Item #5: Implement a 'Park and Ride (Cycle)' in conjunction with Strategy Item #4; and
- Strategy Item #6: Introduce metered on-street parking within the commercial core over time to protect CBD customer parking and utilise revenue to fund other schemes (eg. Park and Ride (Bus) etc.).

Recommended Medium to Long Term Considerations Summary (Bitzios Consulting)

- Strategy Item #7: Expand the 'Park and Ride (Bus and Cycle)' schemes, and include a parking station and shuttle bus service on the eastern side of the "Central Coast and Newcastle Line" (+1,900 spaces);
- Strategy Item #8: Convert existing all-day kerbside parking within the Central Coast Local Health District precinct over time into short-stay parking, to increase availability for patients and visitors;
- Strategy Item #9: Improve public transport services, including changes to the train timetable;
- Strategy Item #10: Implement smart parking initiatives within the commercial core to provide information to minimise traffic circulation, reduce enforcement costs and to monitor usage; and
- Strategy Item #11: Construct new multi-level parking station/s on the fringe of the Gosford CBD.

Conclusion

Following the completion of the Bitzios Gosford CBD Car Parking Strategy, staff have undertaken investigations to determine the feasibility of the various identified sites in addition to a number of new sites since identified.

The results of these investigations are included in the next section of this report. Refer to Figure 7 which outlines all short, medium and long term sites investigated.



Figure 7: Location Plan – All Short, Medium and Long Term Sites Investigated

COUNCIL'S INVESTIGATIONS AND RECOMMENDATIONS IN RESPONSE TO BITZIOS SHORT TERM STRATEGIES

Council in coordination with DCMC Traffic and parking subcommittee has been investigating the short term recommendations from Bitzios and the current status of the investigation work is listed below:

Strategy Item #1: Utilise Spare Capacity at Baker Street

Strategy Item #1 Bitzios Consulting identified that there is minimal additional all-day parking spaces within the commercial core.

Baker Street Car Park, also called the Gosford City Car Park, is a Council-owned asset located within the commercial core with a total capacity of 706 spaces. It provides 21% of the off-street parking capacity in the Gosford CBD.

Of the 706 spaces, 35 of these are 3 hour timed parking spaces at ground level along Baker Street. Of the remaining 671 spaces on levels 1 to 5 of the parking station, 450 of these spaces are for permanent pass-holders. Permanent pass-holders pay a monthly fee to have a space available to them when they need it; these include 78 reserved spaces on level 1 of the parking station and 372 non-reserved spaces on levels 2-4 of the parking station. There is no expiry on existing permit holders, with entitlement continuing whilst ever the monthly payments are made. This arrangement must be reviewed.

Table 15 below outlines the observations of spare capacity made on the date of the occupancy survey.

Table 15: Peak Occupancy by Leave at 12.00pm (Baker Street Car Park)

Level	Category	Supply	Demand	Occupancy	Spare Capacity
Ground	Public: 3P	35 spaces	26 spaces	74%	9 spaces
1	Allocated: Long-Stay	101 spaces	78 spaces	77%	23 spaces
2	Public: Long-Stay	143 spaces	134 spaces	94%	9 spaces
3	Public: Long-Stay	143 spaces	122 spaces	85%	21 spaces
4	Public: Long-Stay (early bird)	142 spaces	131 spaces	92%	11 spaces
5	Public: Long-Stay (early bird)	142 spaces	77 spaces	53%	65 spaces
TOTAL	-	706 spaces	568 spaces	80%	138 spaces

While the consultant identified 138 vacant spaces as spare capacity at the time of survey as mentioned above, these may be part of the permit pass holders allocation which needs to be reviewed.

Council's current parking management system is not able to produce precise details of how many permanent pass-holders were not in the parking station at the time of the occupancy survey. However, data indicates that there are typically 105-115 permanent pass-holders who did not use their parking space on a given day.

The data to hand indicates that the underlying issue with spare capacity at the parking station comes from permanent pass-holders whom pay their monthly fee not utilising their parking spaces each day.

The demand and utilisation of permanent parking spaces is driven by historical pricing for permanent passes over casual day rates. A permanent pass currently costs between \$75.50 and \$98.00 per month (depending on which level of the parking station the permit is held for), compared to the maximum daily casual parking rate of \$8.00 to \$11.00 (the difference being the early bird rate versus the standard daily rate). This means that the permanent pass becomes more affordable when an individual needs to park in the CBD more than 7 days in a month or approximately two (2) days a week.

Council is currently implementing a new parking management system, which expected to be completed by 31 January 2019. The new system will provide better real time data to inform the best way forward in improving the car park's utilisation

The new parking management system will also enable the car park to be open and closed automatically, potentially extending hours of operation and reducing operating costs. This will improve utilisation, operational efficiency and customer experience. The cost of the upgrade has been included in the 2018/19 capital budget.

Based on the current data, Council could increase the utilisation of the Baker Street car park following a more detailed analysis of usage which could generate upwards of 100 spaces.



Figure 8: Site Plan – Baker Street Car Park

Strategy Item #2: Utilise Spare Capacity at Central Coast Leagues Club

Strategy Item #2 Bitzios Consulting identified, through their extensive research, that there is an opportunity for an additional 116 all-day parking spaces within the commercial core.

Central Coast Leagues Club (CCLC) Car Park is a privately-owned asset located within the commercial core with a capacity of 355 spaces. It provides 10% of the off-street parking capacity within the study area, although it is actively supervised by security guards to prevent all-day commuter parking. Recent parking occupancy survey data recorded a peak demand of just 52%, with 170 parking spaces still available.

Council staff recently held discussions with management representatives of CCLC to explore the possibility of utilising a portion of the Clubs existing car park for all-day commuter parking. During the discussion, they indicated that the current car park regularly reaches capacity depending on the Clubs planned activities, day of the week and time of year in relation to functions.

Options for the installation of a boom gate for the top level of the Leagues Club car park (approximately 70 spaces) for paid all-day commuter parking Monday to Friday with the boom gates opening up at 5:00pm daily for patrons of the Club to use for free have been discussed. Use of the existing carpark for public parking is consistent with the existing use and thereby development consent is unlikely to be required. However, the implementation of a new carpark management system (CCTV, boom gate and ticketing system) will be required.

Further discussions are proposed with CCLC in regards to using the spare capacity in their existing car park.



Figure 9: Site Plan

Strategy Item #3: Construct 'Car Parks' on the Fringe of the CBD

Strategy Item #3 Bitzios consulting identified that an additional 1,200 all-day parking spaces on the fringe of the study area is required to accommodate the anticipated loss of 535 car parking spaces at Kibbleplex and the current under supply of car parking spaces in the CBD. However, quality bus (Park and Bus) and cycle (Park and Cycle) provisions will be required for access into the commercial core. However a quality bus (Park and Bus) along with the implementation of the Central Coast Council Bike Plan and Pedestrian Assess Mobility Plan (PAMP) are required to provide quality (Park and Cycle) provisions for access into the commercial core. These items are discussed further in this report.

The DCMC Traffic and Parking Sub-Committee and Council staff have investigated 21 sites in Gosford, Narara and Erina to determine the feasibility of developing car parks in the short term. This included preparation of concept designs, assessment of site constraints and planning considerations. (See *Confidential Attachment 1 – Strategy Item #3 – Construct Short Term Car Parks*)

Consultants were subsequently engaged to carry out investigations such as, land survey, geotechnical investigation, seek planning advice and provide high level cost estimates to make an informed recommendation to progress with developing car parks in the short term.

Summary of All Short Term Car Parks

Table 16 provides a summary of the 21 potential short term car park sites investigated. Detailed locations of privately owned properties have been withheld however the address of all properties is contained in the confidential attachments of the report. Figure 10 shows a location plan for the 21 properties.

Table 16: Summary of the Recommended Car Parks in the Short Term

Site No.	Address	Number of Car Parks	Recommendation
1	Glennie Street, West Gosford	300	Not Recommended due to conflict with existing users
2	Racecourse Road, Gosford	215	Not Recommended due to high traffic, safety, access and ecological impacts
3	10 Racecourse Road, West Gosford	180	Recommended
4	Showground Road, Gosford	500	Not Recommended due to access traffic, safety and ecological considerations
5	1 Adcock Avenue, Gosford	120	Recommended
6	Racecourse Road, West Gosford	300	Not Recommended due to high cost of construction and site constraints
7	22 Faunce Street, West Gosford	250-900	Recommended with further Investigation and potential partnership with the State agency
8	Mann Street, Gosford	80	Not Recommended due to narrow access for two-way traffic and site constraints
9	Central Coast Leagues Club, Gosford	70	Further discussions required
10	Corner Henry Parry Drive and Erina Street, Gosford	NA	Not Recommended due to owner already lodging a development application
11	Dwyer Street, Gosford	NA	Not Recommended due to car parks being prohibited under the GLEP 2014 in the B4 Mixed Use zone
12	Masons Parade, Gosford	NA	Not Recommended due to Aboriginal land claims and waterfront location
13	Racecourse Road, West Gosford	NA	Not Recommended due to high traffic and ecological impact

Site No.	Address	Number of Car Parks	Recommendation
14	Hill Street, Gosford	85	Not Recommended due to car parks being prohibited under the GLEP 2014 in the B4 Mixed Use zone
15	Beane Street, Gosford	40	Not Recommended due to car parks being prohibited under the GLEP 2014 in the B4 Mixed Use zone
16	Althorp Street, East Gosford	200	Not Recommended due to impact to local sporting groups
17	Showground Road, Narara	20	Not Recommended due to impact on sports ground users
18	Terrigal Drive, Erina	NA	Not Recommended as not permitted to use by owner
19	Mann Street, Gosford	80	Not Recommended due to car parks being prohibited under the GLEP 2014 in the B4 Mixed Use zone
20	Baker Street, Gosford	267	Not Recommended due to car parks being prohibited under the GLEP 2014 in the B4 Mixed Use zone
21	Adcock Park, Gosford	539	Existing spaces to be utilised until construction of Adcock park redevelopment commences. Opportunities for short term line marking and signage improvements to be implemented. Planned redevelopment comprises of approximately 539 spaces.

See *Confidential Attachment 1 – Strategy Item #3* for more detailed information on each site.

In addition to the short term car parking sites, Council is also investigating 6 sites for the construction of medium/long term car park stations. A summary of these is shown in Table 17. The results of preliminary investigations is contained *Confidential Attachment 2 – Strategy Item #11* within this report.

Table 17: Summary of Medium to Long Term Car Parks under Investigation

Site No	Address	Number of Car Parks	Recommendation
22	The Entrance Road, Erina	Option 1 – 2,500 At Grade Option 2 – 1,200 Parking Station	Further Investigation Required
23	Racecourse Road, West Gosford	1,500 At Grade	Further Investigation required
24	Adcock Park, Gosford	1,200 Traditional Parking Station 1,320 Automated Car Park (See Confidential Attachment 2)	Further Investigation Required
25	Albany Street, North Gosford	1,200 Traditional Parking Station 1,400 Automated Car Park (See Confidential Attachment 2)	Further Investigation Required
26	Faunce Street, West Gosford	960 Traditional Parking Station 1,360 Automated Car Park (See Confidential Attachment 2)	Further Investigation Required
27	Yallambee Avenue, West Gosford	500 Parking Station	Further Investigation Required

The construction of car parking in the following (21) locations have been investigated:



Figure 10: Location Plan - Short Term Sites

Next Steps

The design and construction of At Grade Car Parks to a suitable standard can be completed between 8-11 months at the following sites:

- Site 5 - Adcock Avenue, West Gosford
- Site 3 - 10 Racecourse Road, Gosford
- Site 7 – 22 Faunce Street West, West Gosford

For a full breakdown see *Confidential Attachment 1 – Strategy Item #3 – Construct Short Term Car Parks*

Strategy Item #4: Implement a 'Park and Ride (Bus)' Scheme on the Fringe of the CBD

Strategy Item #4 Bitzios consulting identified that the implementation of a Park and Ride scheme would help activate a significant number of all-day parking spaces on the fringe of the study area.

Newcastle City Council has a successful Park and Ride scheme which could potentially be replicated within the Gosford CBD. Newcastle City Council, in partnership with Newcastle Transport, provides this service from Monday to Friday, 7:00am to 9:00am and 3:00pm to 6:30pm, with bus services running to the CBD every 15 minutes from Newcastle Stadium during weekdays only, at a charge of \$2.20 return trip.

By utilising sites on the fringe of the CBD and the existing Busways transport network, or other transport provider, a similar system could be implemented in Gosford.

Bitzios consulting provided Council with an estimation of the operating cost for a shuttle bus service for a 5km loop that will incorporate the three sites outlined in Table 18 below.

- Approximately 5km (15min loop)
- If we assume 4 buses per hour (15 min headway), and 12 hours of operation per day, that's equates to approx. 1,000km per day with 2 x driver shifts per day (6hrs per shift)
- Utilising the calculator on this site:
<http://www.freightmetrics.com.au/Calculators%7CRoad/BusOperatingCost/tabid/671/Default.aspx>
 we get the following operating costs:
 - \$1,500 per day (\$1.50 per km);
 - \$400,000 per annum (5 days per week, 52 weeks per year); and
 - \$8M over a 20 year economic life of the car parks.

While the estimate for an introduced shuttle bus service is identified above, it is not considered warranted for the short term options as an existing bus service is provided as shown in Table 18 and walking is a reasonable option for some.

Table 18: Short Term – West Gosford Park and Ride

Short Term - West Gosford Park and Ride (Bus)										
Site	Location	Spaces (At Grade)	Walk to Station	Walk to Bus Stop	Bus Route	Bus to Station	Cost One Way	Avg. Time Peak Hours	Bus Start Time	Bus Finish Time
5	1 Adcock Ave	120	20 mins (1.4 km)	<4 mins (276m)	55	6 mins	\$2.20	Every 10mins	5:45am	23:13pm
3	10 Racecourse Road	180	19 mins (1.3 km)	1 min (94m)	34	11 mins	\$2.20	Every 15mins	6:15am	23:13pm
7	22 Faunce Street West	250-900	18 mins (1.2 km)	2 mins (132m)	34	11 mins	\$2.20	Every 15mins	6:15am	23:13pm

Figures 11 & 12 show the existing bus routes relative to the short term delivered parking sites recommended under Strategy #3.

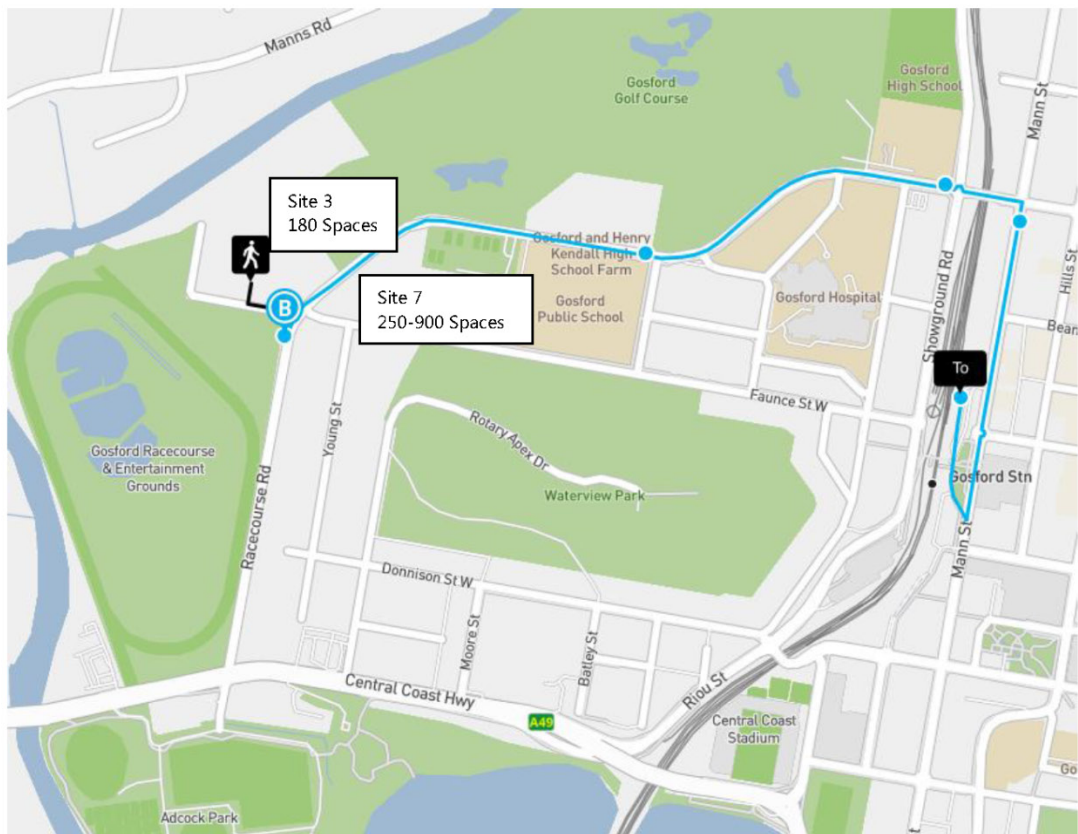


Figure 11: Bus Route 34

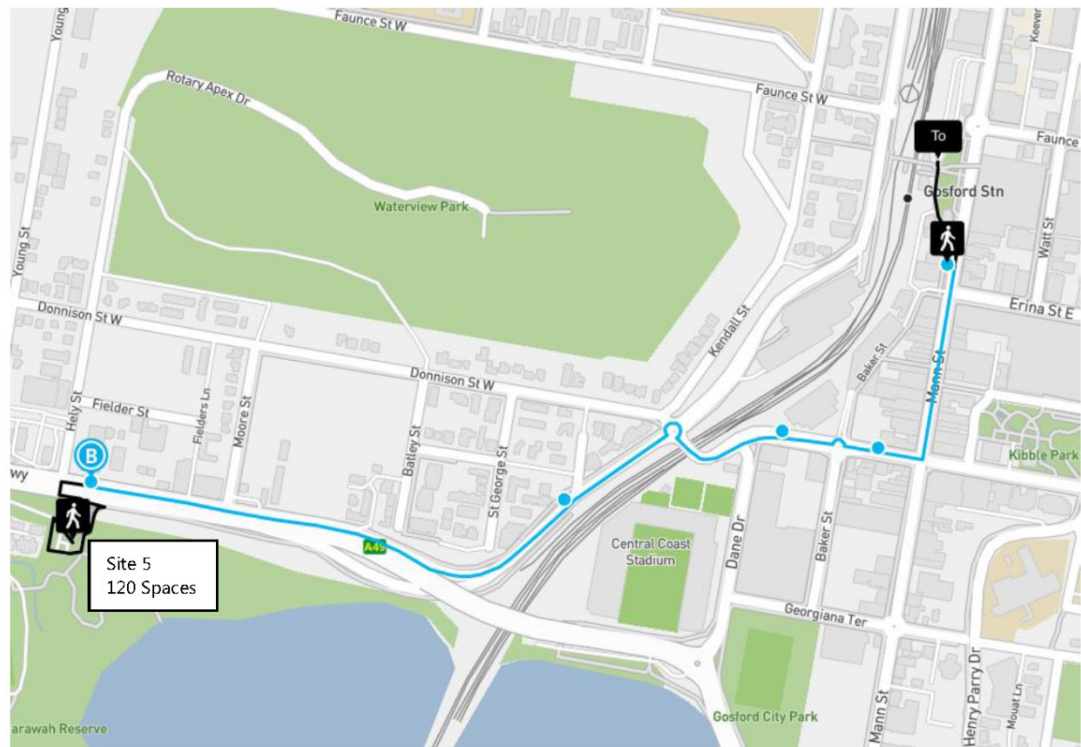


Figure 12: Bus Route 55

Council staff have also held more detailed positive discussions with a local transport supplier in relation to options and costings to provide a regular small bus shuttle service along the route incorporating the proposed short term car parking sites. Considerable cost savings were estimated through the refinement of route selection and hours of operations, the integration of the service into their existing business model, and the use of smaller shuttle buses. It is estimated that an effective bus shuttle service comprising of 2 * 18 seater buses could be delivered for around \$200,000 per annum.

Should approval to proceed be obtained for construction of the short term At Grade Car Parks at the three sites recommended under Strategy #3, it is recommended to proceed with further discussions with transport providers, commence community engagement to promote the current public transport services, such as provide links on the Council Website to the Busways website and Trip Planner apps.

Strategy Item #5: implement a 'Park and Ride (Cycle)' Scheme in Conjunction with Strategy Item #4

Strategy Item #5 Bitzios consulting identified that the implementation of a Park and Ride scheme would help activate a significant number of all-day parking spaces on the fringe of the study area.

Central Coast Council has developed two new planning documents; a Bike Plan and a Pedestrian Access Mobility Plan (PAMP) which is on exhibition from September 13th to October 11th 2018. The implementation in of these planning documents in conjunction with this strategy is aimed to achieve safe Active transport connections into the CBD. Completion of the cycle route around Brisbane Water outlined in the Bike Plan would deliver on a number of the priority areas. It would facilitate connections between a number of strategic and local centres and link major public transport interchanges at Gosford, Woy Woy and Erina. A number of schools could also be serviced where off-road shared pathways are delivered. The construction of carparks with connections to the cycle ways will be key, for the success of a Park and Ride (Cycle) scheme.

The City of Canberra presently has the most widely recognised Park and Pedal scheme in Australia. There are five parking location, each offering a bike ride of around 30 minutes to the centre of the CBD. Bike paths are sealed, clearly marked and separated from vehicular traffic. To activate these sites for commuters, coffee vans are in place every weekday morning from 6:30am–9:15am. This park and pedal scheme requires commuters to use their own bikes.

Bike share concepts in Sydney and Melbourne have recently come under fire, with commercial providers now abandoning the cities, and along with them, their bikes. Some cities across Australia are now also considering implementing bans on similar schemes. However, successful bike share schemes currently operate in many global cities around the world. These schemes are usually operated by Cities or Municipalities rather than for profit commercial entities, and will typically utilise bike parking docks which greatly reduce the instance of theft and vandalism.

For Council to further investigate this scheme the following steps are considered appropriate:

- Consider the recommendations and routes identified as part of the Bike Plan
- Review current cycle ways into the CBD identify any potential car parking for a suitable trial
- Cost benefit analysis
- Risk assessments of each site to consider potential benefits

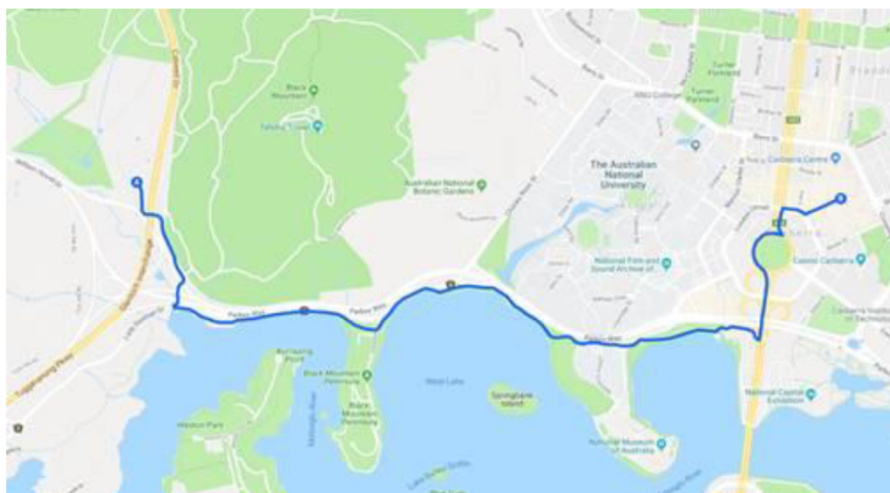


Figure 13: Canberra Black Mountain Park and Ride

Strategy Item #6: Introduce Metered On-Street Parking within the Commercial Core

Strategy Item #6 Bitzios consulting identified that the implementation of metered on-street parking within the commercial core would help fund other parking strategies whilst protecting short-stay parking in the core for customers.

The “Commercial Core” as defined in the DCP 2013 is bound by Faunce Street to the north, Henry Parry Drive to the east, commercial developments on the southern side of Donnison Street to the south, and the “Central Coast and Newcastle Line” to the west.

Based on preliminary investigation, 30 parking meters will be required to cover the 152 kerbside parking spaces within the commercial core which is bound by Faunce Street to the north, Henry Parry Drive to the east, commercial developments on the southern side of Donnison Street and ‘Central Coast and Newcastle Line’ to the west.

The cost of each parking meter including installation is approximately \$10,000 with a payback period estimated around 12 to 16 months (Based on a rate of \$2 per hour at 9 hours 5 days per week). The introduction of on-street metered parking will be investigated in detail but is not a current staff recommendation. Strategy #10 should be implemented and analysed for a period of 12 months to determine viability.

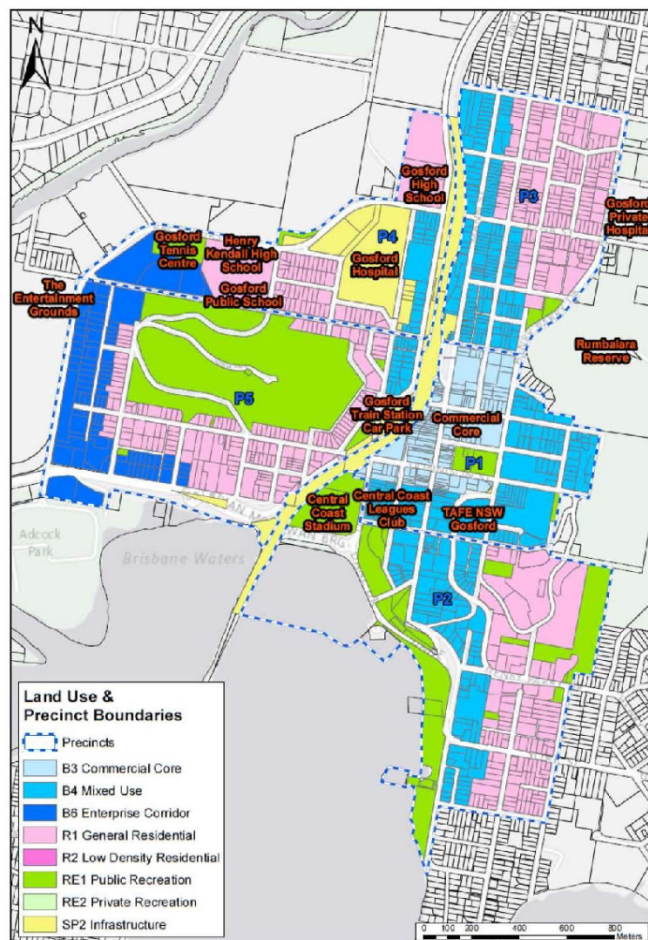


Figure 14: Study Area, Land Uses and Precinct Boundaries

COUNCILS INVESTIGATIONS AND RECOMENDATIONS MEDIUM - LONG TERM

Council in coordination with DCMC Traffic and parking subcommittee has been investigating the medium to long term recommendations from Bitzios and the current status of the investigation work is listed below:

Strategy Item #7: Expand the 'Park and Ride (Bus and Cycle)' Schemes, and include a Parking Station and Shuttle Bus Service on the Eastern side of the "Central Coast and Newcastle Line

Strategy Item #7 Provide additional all-day parking spaces on the fringe/outside of the study area. However a quality bus (Park and Bus) along with the implementation of the Central Coast Council Bike Plan and Pedestrian Assess Mobility Plan (PAMP) are required to provide quality (Park and Cycle) provisions for access into the commercial core.

As outlined in the Bitzios parking surveys, it was identified that 33% of trips to Gosford for Car parking originate from the east of Gosford with post codes

2251 Avoca Beach, Bensville, Bouddi, Copacabana, Davistown, Green Point, Kincumber, Kincumber South, Macmasters Beach, Picketts Valley, Saratoga, Yattalunga

2257 - Booker Bay, Box Head, Daleys Point, Empire Bay, Ettalong Beach, Hardys Bay, Killcare, Killcare Heights, Pretty Beach, St Huberts Island, Umina Beach, Wagstaffe

2260 - Erina Heights, Forresters Beach, North Avoca, Terrigal, Wamberal

2261 - Bateau Bay, Bay Village, Berkeley Vale, Blue Bay, Chittaway Bay, Chittaway Point, Glenning Valley Killarney Vale, Long Jetty, Shelly Beach, The Entrance, The Entrance North, Toowoon Bay, Tumby Umbi

In addition to the short term car park sites, Council is investigating the feasibility of constructing car parks at 80 The Entrance Road, Erina (Erina Depot). The following two options are being considered:

- Option 1 – 2,500 At Grade Car Parks (See *Confidential Attachment 2 – Strategy Item #11 – Construct New Car Park Stations*)
- Option 2 – 1,200 Parking Station (See *Confidential Attachment 2 – Strategy Item #11 – Construct New Car Park Stations*)

The travel time by bus from this site to Gosford Train Station is about 10 minutes and the frequency of bus service is between 5-7 minutes.

Council staff will carry out further investigations on the above two options and report back the recommended option in February 2019.

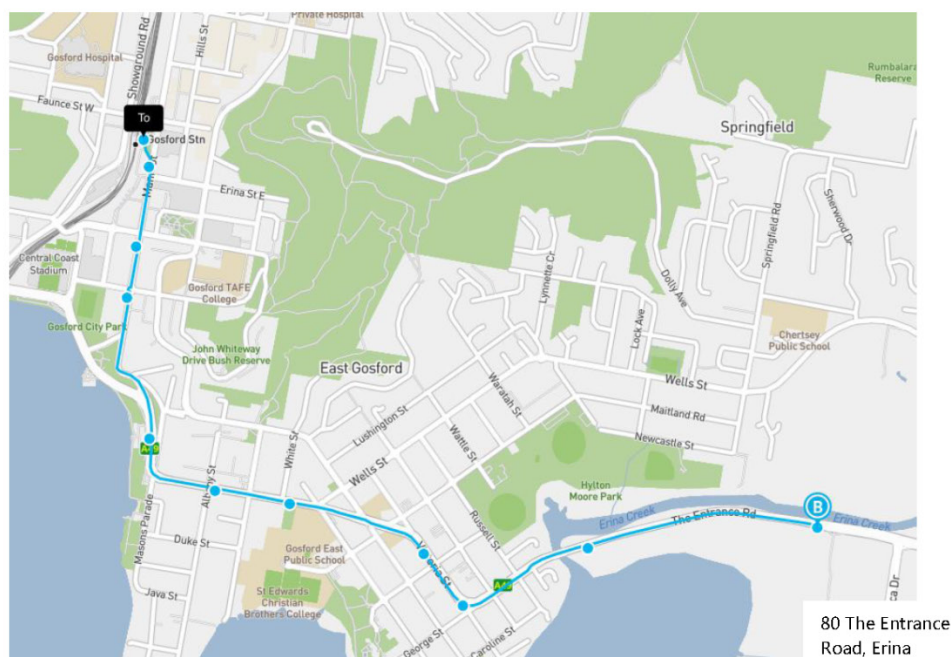


Figure 15: Bus Route from 80 The Entrance Road, Erina to Gosford Station

In the Central Coast Council Bike Plan and PAMP documents that are on exhibition from 13 September to 11 October 2018, key southern links surrounding the priority areas including activity centres, public transport nodes and schools are shown in Figure 16.

The key opportunities to encourage more trips by cycling are to concentrate connections within 5kms of the CBD. The 5km radius allows connections from Kariong, Tascott/Point Clare, East Gosford/Springfield, Erina and North Gosford/Wyoming/Niagara Park residential areas. Council will be continuing investigations for car parking opportunities that connect to these transport links.

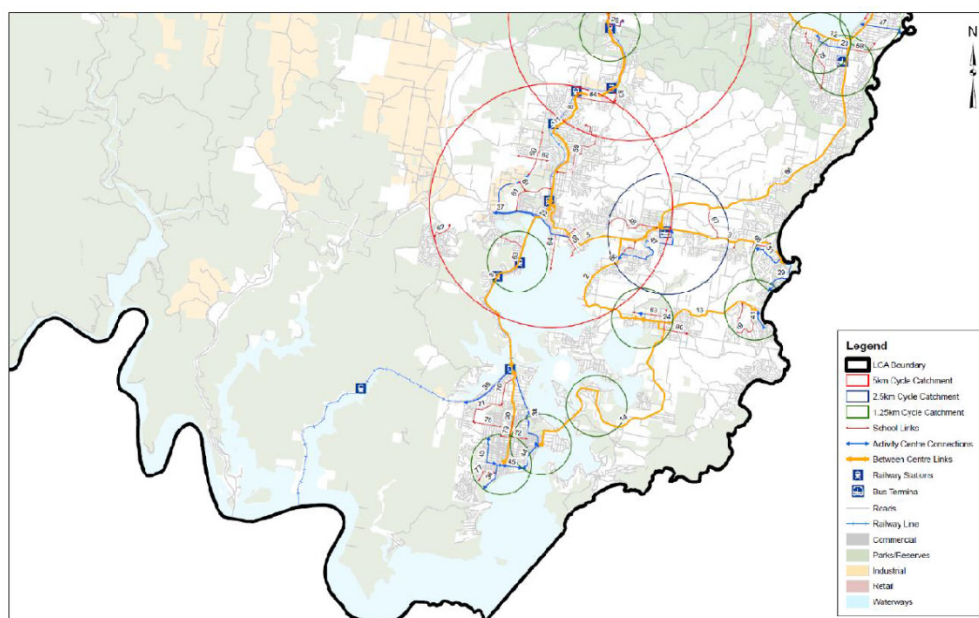


Figure 16: Southern Links Bike Plan and PAMP

Strategy Item #8: Targeted Conversion of Kerbside Parking Allocation

Strategy Item #8 Bitzios consulting identified that the implementation of targeted conversion of kerbside parking allocation would help patients and visitors within the Central Coast Local Health District to gain access to free short-stay kerbside parking. It would complement other strategies, by relocating all-day staff parking to the fringe of the study area.

Within **Precinct 4 (P4)**: Health and Education (see Figure 17 below), 90% of all kerbside parking is unrestricted and is generally utilised by the Central Coast Local Health District. Parking occupancy survey data indicates high utilisation of this parking from 7:00am to 3:00pm. It is difficult for patients/visitors to find a free parking space. For this reason, there is an opportunity to convert long-stay kerbside parking in proximity to the Gosford District Hospital into short-stay parking. This could be introduced over time, to allow impacted staff to utilise new short-parks car parks (Strategy Item #3) and/or Park and Bus (Strategy Item #4).

Within Station and Surrounds (Train Station, Mixed Use and Residential), 97% of all kerbside parking is already unrestricted. As such, there is no merit to introducing longer time limits. Furthermore, it is noted that the 'spare kerbside parking capacity' within this area is located towards the south-west extent of the study area, away from the key parking generators (i.e. Gosford Train Station etc.), which would contribute to the low surveyed occupancy rates.

In summary, it is recommended that Council considers converting long-stay kerbside parking in proximity to the Gosford District Hospital into short-stay parking to increase availability for customers.



Figure 17: Precinct 4 (P4) - Targeted Conversion of Kerbside Parking Allocation within Central Coast Local Health District

Strategy Item #9: Improve Public Transport Services, including Changes to the Train Timetable

Strategy Item #9 Bitzios consulting identified that improvements to the public transport network are key to reducing parking demands within the CBD.

Council has been in contact with Busways to discuss approaches for improving the current services into Gosford CBD.

Busways services around the fringe of Gosford CBD run at an average of 10 minute intervals, with average journey times to the CBD of 10 minutes. Services from the Peninsula to Gosford run at an average of 30 minute intervals during peak periods, with average journey times to the CBD of 25 minutes.

Busways recognise that services outside of these areas require more direct "express" routes and more frequent services as the populations of these areas continue to grow. Of particular concern are the following routes:

- Copacabana to Gosford average travel time is 1 hour
- Avoca to Gosford average travel time is 1 hour
- Terrigal to Gosford average travel time is 45 minutes

The current cost of some bus services is also a deterrent to greater uptake. Council investigated the potential of subsidising fares into the CBD during peak commute hours in conjunction with Park and Ride Strategy 4. The current cost for a single journey is \$2.20, with the return trip costing \$4.40. Further discussion are required if this was to occur. It should be noted that for commuters utilising the Opal Card system and travelling on trains in conjunction with bus services, fares are capped.

For example, a commuter travelling from Gosford Train Station to Central Train Station, the fare will cost \$6.08.

A commuter travelling from West Gosford to Gosford Train Station via bus, and then from Gosford Train Station to Central Train Station, the fare will cost \$6.28 (a nominal increase of \$0.20).

Council has also liaised with a local transport provider whose business model incorporates a fleet of small buses which are available for a wide range of local transport solutions. This could include the provision of on demand and scheduled shuttle services between the CBD, train station and fringe parking stations which would provide agile and flexible public transport services and support the park and ride recommendations within this report. Council has received an indicative cost estimate for an 18 seater coaster bus and driver of \$200,000 per annum based on a suitable spread of hours 5 days per week.

From 30 September 2018 Transport NSW is making adjustments and delivering increased services to Gosford train station to reduce congestion and improve travel times. This includes a significant increase in services to and from Newcastle to meet commuter demand. The increased services to Gosford station and resulting commuter uptake is likely to place further demands on car parking within the CBD.

DCMC Traffic and Parking Sub-Committee have commenced conversations with State Government, Transport for New South Wales and take a collaborative approach to investigate the implementation smart travel initiatives such as; an express bus service through the Erina and Somersby corridor, to accommodate our community growth, improve public transport timetabling and extend train services to include additional train stations on the Central Coast to Newcastle train line.

It is suggested that further marketing and community education in regards to available Public Transport Services within our community.

Council should continue discussions with Transport NSW to implement identified opportunities to improve public transport services including express bus routes, new train timetabling, and the consideration of On Demand transport services for the 2250 postcode.

Strategy Item #10: Implement Smart Parking Initiatives within the Core to provide Information to Minimise Traffic Circulation, Reduce Enforcement Costs and to Monitor Usage

Strategy Item #10 could help maximise the use of existing parking infrastructure and improve compliance issues.

Current Implementation of Smart Parking Initiatives

In November 2017, Council received Federal Government Funding of \$113,657.00 to install smart parking technology. 250 sensors are scheduled to be installed in Gosford CBD (covering Erina Street East, William Street, Albany Street North and part of Mann and Baker Streets), allowing members of the public to identify available parking spaces via an App that will utilise real time data from the sensors imbedded in the road surface. The installation of sensors is scheduled to commence in February 2019 and completed by end June 2019.

In addition, 254 sensors have already been installed in Terrigal CBD and will be tested and commissioned by late 2018.

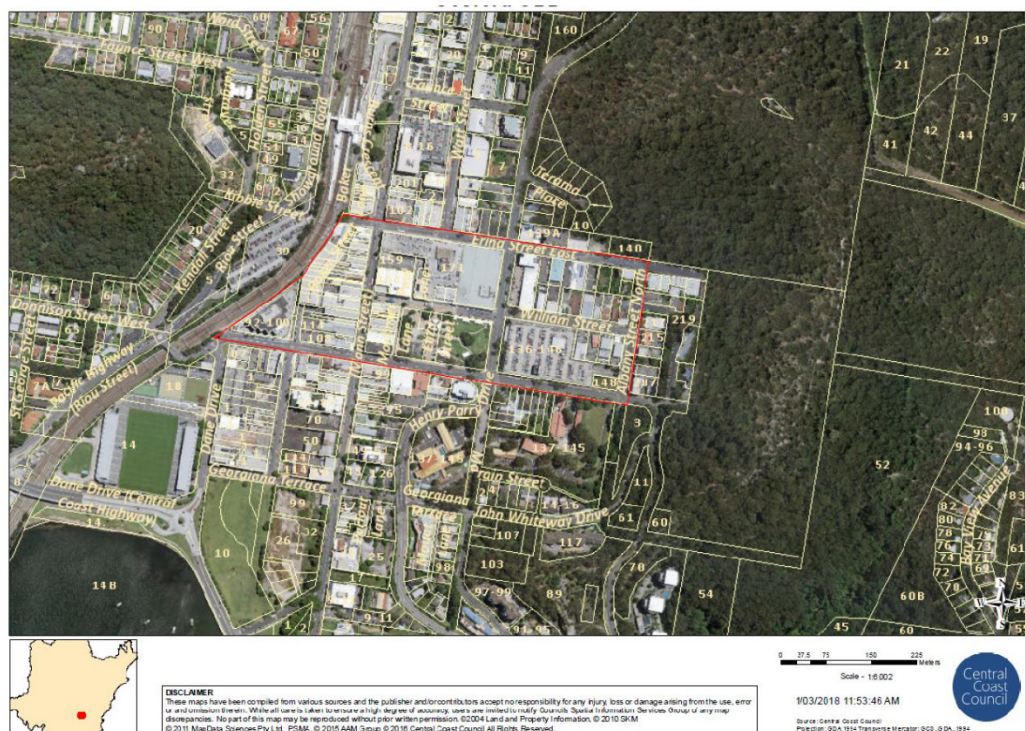


Figure 18: Location Map for Installation of Smart Parking Sensors

Future Cities Smart Parking Investigations

Council has been investigating new technologies to reduce environmental impact CO₂, energy cost and congestion of the CBD with the follow smart strategies.

Installation of Smart Poles in All Future Developments

Smart poles are a modular system that are easily adapted to different requirements of any given area, and incorporate the latest communication and energy-saving technologies. Lighting levels can be controlled remotely, saving energy in the middle of the night, and increasing lighting levels during periods of high pedestrian activity. For added safety and security, each pole can be equipped with CCTV and WIFI hotspots.

Examples:

- Smart poles can be configured to increase lighting in line with the nightly train timetables and taxi rank activity, or at the conclusion of large events (for example at the Central Coast Stadium) for added pedestrian safety
- Smart poles can include speakers able to activate the CBD during events with music, or be used as an emergency communications system
- Smart poles can also positively contribute to the environment with the inclusion of solar panelling and electrical-vehicle charging station

Other areas that currently have Smart Poles include:

- Newcastle City Council
- City of Sydney
- Victoria Square Adelaide
- Robina Shopping Centre on the Gold Coast
- Lake Macquarie Council
- The University of Wollongong



Figure 19: Not So Smart vs Very Smart

Further investigation as part of the medium to long term strategy will be completed and reported back to Council on costs and feasibility of smart poles in February 2019 as there is a complex formula of network costs, maintenance costs and energy cost associated with the street lighting system.

Strategy Item #11: Construct New Parking Station/s on the Fringe of the Gosford CBD

Strategy Item #11 potentially increase the all-day parking supply on the Gosford CBD fringe

Introduction

In order to consider Strategy Item #11, Council has considered the planning framework to adopt Smart Transit Oriented Development (TOD) initiatives in order to achieve urban development that maximises the amount of residential, employment leisure space within walking distance of public transport.

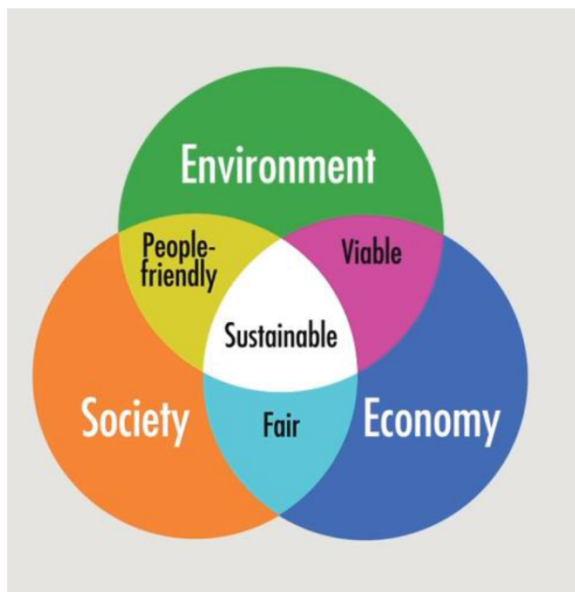


Figure 20: Smart Transit Oriented Development

Advice from Bitzios on Strategy #11:

"As outlined in the DCP 2013, it is envisaged that the study area will accommodate an additional 10,000 residents and 6,000 jobs by 2036. Whilst each new development will be required to provide minimum off-street parking provisions, given the existing shortfall in all-day parking supply, it is likely that Council will need to plan for and construct a new multi-storey parking station or a number of stations to accommodate growth."

Based on the above, it is recommended that Council:

- 1 Identify suitable site/s on the CBD fringe to construct new parking station/s;

The sites identified as potential at-grade and/or multi-storey parking stations are:

- Site 22 – 1,200-2,500 Car Parks at The Entrance Road, Erina
- Site 23 – 1,500 Car Parks at Racecourse Road, West Gosford
- Site 24 – 1,200-1,320 Car Parks at Adcock Park on Central Coast Highway, West Gosford
- Site 25 – 1,200-1,440 Car Parks at Albany Street, North Gosford
- Site 26 – 960-1,360 Car Parks at Faunce Street, West Gosford
- Site 27 – 500 Car Parks at Yallambee Avenue, West Gosford

Further information is contained in Confidential Attachment 2 – Strategy Item #11 – Construct New Parking Stations.

Each of these sites has been strategically selected to address the findings from the Bitzios Consulting Report. To support a Southern Growth Corridor, a Mass Transit Trial a rapid transit bus network could be investigated to link Erina to Gosford and Somersby.

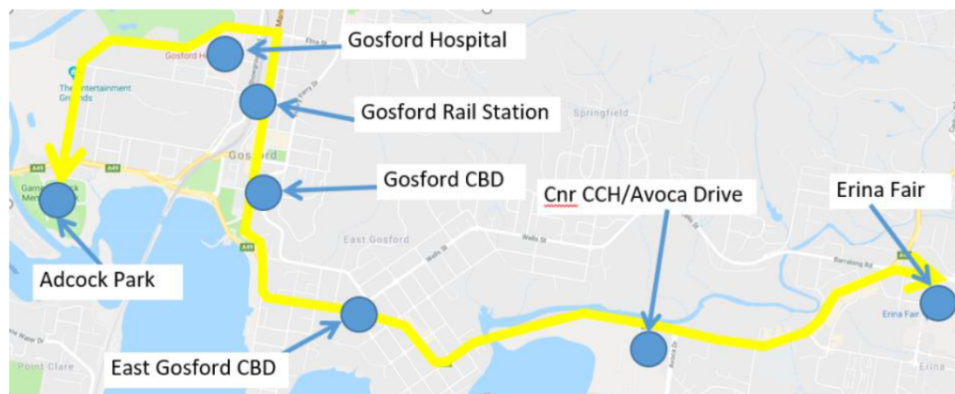


Figure 21: Potential Rapid Bus Network.

Standard Multi Level and Automated Multi Level Car Parking

Bitzios have recommended the construction of a number multi-level car parking stations within Gosford. (Multi-level car park stations are classed as those developments which consist of a number of floors or levels dedicated to parking which are accessed through a series of ramps). In addition to these recommendations, Central Coast Council is exploring options to utilise automated car parking systems in order to maximise the number of car parking spaces achieved in each multi-storey car park station. Current systems in use in Europe enable an increase in yields of parking spaces of up to 60%. The automated systems can be retrofitted into existing buildings or can be constructed from scratch, and become increasingly viable from a financial point of view as the number of levels (and thus density) of parking increases. Given local property prices and the ability of automated systems to place up to 60% more cars in the same space, these systems make financial sense to many developers.

2 Undertake relevant feasibility and impact investigations for the preferred site/s;

See Confidential Attachment 2 on Strategy Item #11.

3 Develop funding scheme through development contributions in lieu of on-site parking provision."

Under the former Gosford City Council repealed Contributions Plan 66 (CP 66), \$2,652,972 was collected for the purposes of car parking within the area identified in the repealed CP66. These funds can be used in the future to fund carparking within the defined boundary of the former plan.

Council will need to review the existing Gosford Civic Improvement Plan (CIP), to include town centre car parking for non-residential development. This review will occur as part of the review of the CIP in light of an imminent State Infrastructure Contribution for the Gosford City Centre.

Summary of All Medium Term Car Parks

Table 19 provides a summary of the recommended car parks in the medium term

Table 19: Summary of the Recommended Car Parks in the Medium Term

Site No	Address	Number of Car Parks	Recommendation
22	The Entrance Road, Erina	Option 1 – 2,500 At Grade Option 2 – 1,200 Parking Station	Further Investigation Required
23	Racecourse Road, West Gosford	1,500 At Grade	Further Investigation required
24	Adcock Park, Gosford	1,200 Traditional Parking Station 1,320 Automated Car Park	Further Investigation Required
25	Albany Street, North Gosford	1,200 Traditional Parking Station 1,400 Automated Car Park	Further Investigation Required
26	Faunce Street, West Gosford	960 Traditional Parking Station 1,360 Automated Car Park	Further Investigation Required
27	Yallambee Avenue, West Gosford	500 Parking Station	Further Investigation Required

See *Confidential Attachment 3 – Strategy Item #11* for more detailed information on each site.

STATUTORY PLANNING CONTROLS

An extensive collection of sites have been investigated for inclusion in the short, medium and long term parking strategies currently under consideration by Council. From a statutory planning point of view, each of these sites has its own unique characteristics that affect the potential for development.

Existing Planning Framework

Current designs for short term parking recommendations are considered to be compliant with both the Gosford Local Environmental Plan 2014 and the Gosford Development Control Plan 2013. Further, investigations have identified that Car Parks are exempt development if they satisfy the requirements of Clauses 20 and 20A of the SEPP Infrastructure 2007 (at grade unenclosed parking and not located within a growth area) and can thus be approved by Council following preparation of a Review of Environmental Factors, or an Environmental Impact Statement under Part 5 of the Environmental Planning and Assessment (EP&A) Act.

Many of the sites being analysed are zoned RE1 Public Recreation. Car parks are permissible with consent on land zoned RE1, and would satisfy the zone objectives if they also act as multipurpose carparks inclusive of supporting public recreation.

There are a number of potential sites located on the fringes of the Gosford CBD, zoned B4 Mixed Use, that would be suitable for use as parking but are currently limited by the prohibited nature of Car Parks in that zoning.

Proposed Planning Framework

For those sites located within the Gosford CBD, there are a number of potential changes to the current planning framework on the near horizon. Central Coast Council is currently working on a consolidated DCP, and the NSW State Government is currently developing the Gosford City State Environmental Planning Policy and it is understood opportunities for providing a more flexible approach to car parking in the Gosford CBD are being considered.

Both these planning instruments propose changes to the current planning controls, and would necessitate a review and potential redesign of the current parking designs should they be brought into effect. The additional timeframes and cost associated with these changes in planning legislation are unknown at this stage.



Figure 22: Gosford City Centre DCP, Gosford City Centre Revitalisation & Gosford Urban Design Implementation Framework

Other Considerations

Acid-sulfate soils – This is generally only relevant for low-lying sites where the proposed development would involve excavation by which the water table would likely be lowered below 1 metre AHD

Flooding – many of the sites under consideration are low-lying and can be subject to varying degrees of flooding activity. Suitable flood mitigation and management strategies will be implemented as and where required.

Existing Vegetation - Based upon site investigations, where an individual tree isolated from other native vegetation is proposed to be removed, this is considered a lower risk than a tree forming part of remnant native vegetation under the Biodiversity Conservation Act 2016. This assumption can only be verified upon the investigations and advice of a qualified and accredited ecologist.

MINIMUM CAR PARKING DESIGN REQUIREMENTS

Applicable Standards and Guidelines

Public car parks are places that are potentially subject to various safety hazards, including but not limited to criminal activities, structural damage, vehicle accidents resulting in injury and damage to private property, and slips, trips & falls. Central Coast Council has a responsibility to its community to prevent or minimise harm to health, welfare, safety, property or the environment and to improve the safety and amenity of the community.

The documents and guidelines applicable to the investigations and design of public car parks associated with this report, which set the minimum design standards, are as follows:

- **Central Coast Council Civil Works Specification – Design and Construction Guidelines**

This design guideline specifies that non-domestic parking areas shall be designed applying the requirements of AS2890 – Parking Facilities Set as a minimum. Councils own guidelines which have been endorsed and are published on our Council website require non-domestic parking areas to be designed and constructed in accordance with AS2890. The base construction for AS2890.1 is summarised below

- **AS2890.1 – Parking Facilities, Part 1: Off-Street Parking**

This standard sets out the minimum requirements for the design and layout of off-street parking facilities, including multi storey car parks and includes access and egress requirements for public car parks. A car parking development requires an efficient design that represents a balance between function, economics, safety and aesthetics. Consideration must be given to the speed and quality of parking service, the traffic circulation, access to and from the street, the external traffic network, car manoeuvring, and convenience for the drivers and pedestrians, including people with disabilities.

- **NSW Car Park Guidelines for Crime Prevention**

This document, developed by the NSW Government - Justice Department, to prevent criminal activities is specific to car parks. The document uses Crime Prevention through Environmental Design (CPTED) principles to improve the safety and quality of urban environments with the use of effective design strategies. The aim of CPTED is to reduce opportunities for crime and create safe urban environments and in so doing increase the amenity, attractiveness and safety of our cities and towns.

- **Gosford City Centre Streetscape Design Guidelines**

The Guidelines aim to help Council to create a more liveable, prosperous and environmentally sustainable city.

- **Central Coast Councils Planning Controls including but not limited to:**

Gosford Development Control Plan 2013 (GDCP 2013), draft Central Coast Development Control Plan (CCDCP)

Gosford Local Environmental Plan 2014 (GLEP 2014), draft Central Coast Local Environmental Plan (CCLEP)

Compliance with the NCC where applicable

Drainage and flood impact

Ecological impact

Minimum Recommended Construction Standards for Off-Street Car Parking

The selection of the most appropriate pavement structure and surfacing for each car park is to be determined through the consideration of various factors specific to each site. This includes existing ground/surface conditions, traffic volume, speed, vehicle loadings, turning/acceleration/deceleration movements, road geometry and environmental issues. The Car park is required to be constructed in accordance with AS2890 as a minimum. Some example of this standard are below.



Figure 23: Non-permeable Paving



Figure 24: Permeable Paving

Maximum gradients/accessibility - Maximum gradients for car parks should be 1:20 (5%) measured parallel to the angle of parking or 1:16 (6.25%) measured in any other direction. Maximum gradients within parking spaces for people with disabilities to AS/NZS 2890.6

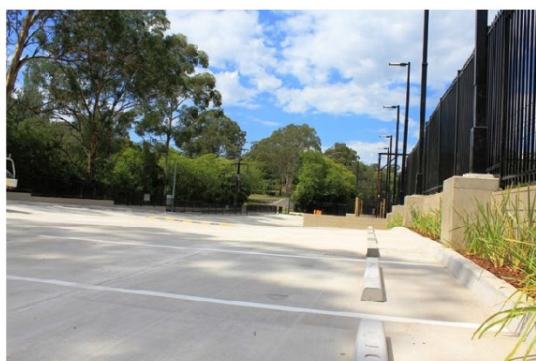


Figure 25: Glenbrook Commuter Car Park - NSW



Figure 26: Emu Plains Commuter Car Park

Line marking and signage - The operation of the car park is to be safely managed by means of suitable surface line marking and signage to identify parking spaces, circulation and direction, information, regulation or warning signage.

Physical controls are to be considered for the protection of pedestrians and non-trafficable areas generally. Other protective devices are to be considered (wheel stops and/or barriers) to prevent unwanted vehicle encroachment and damage to structural property.

Lighting – Parking areas and circulation areas, together with pedestrian pathways including those used by people with disabilities are to be adequately lit and are to comply with the minimum lighting levels for open air car parks as specified in AS/NZS 1158.3.1.



Figure 27: Solar Street Lighting – Fairfield City Council



Figure 28: Springwood Commuter Car Park – NSW

Multi-Level Car Parking Examples



Figure 29: Penrith Station Multi-Level Commuter Car Park



Figure 30: Blacktown Stage 2 Multi-level Car Park

TRAFFIC AND TRANSPORT STUDY

The Gosford CBD Traffic and Transport Study tender process is in the final review stage, with three (3) submissions received. Council proposes to issue the contract in late 2018, with a completion timeframe of 12 months.

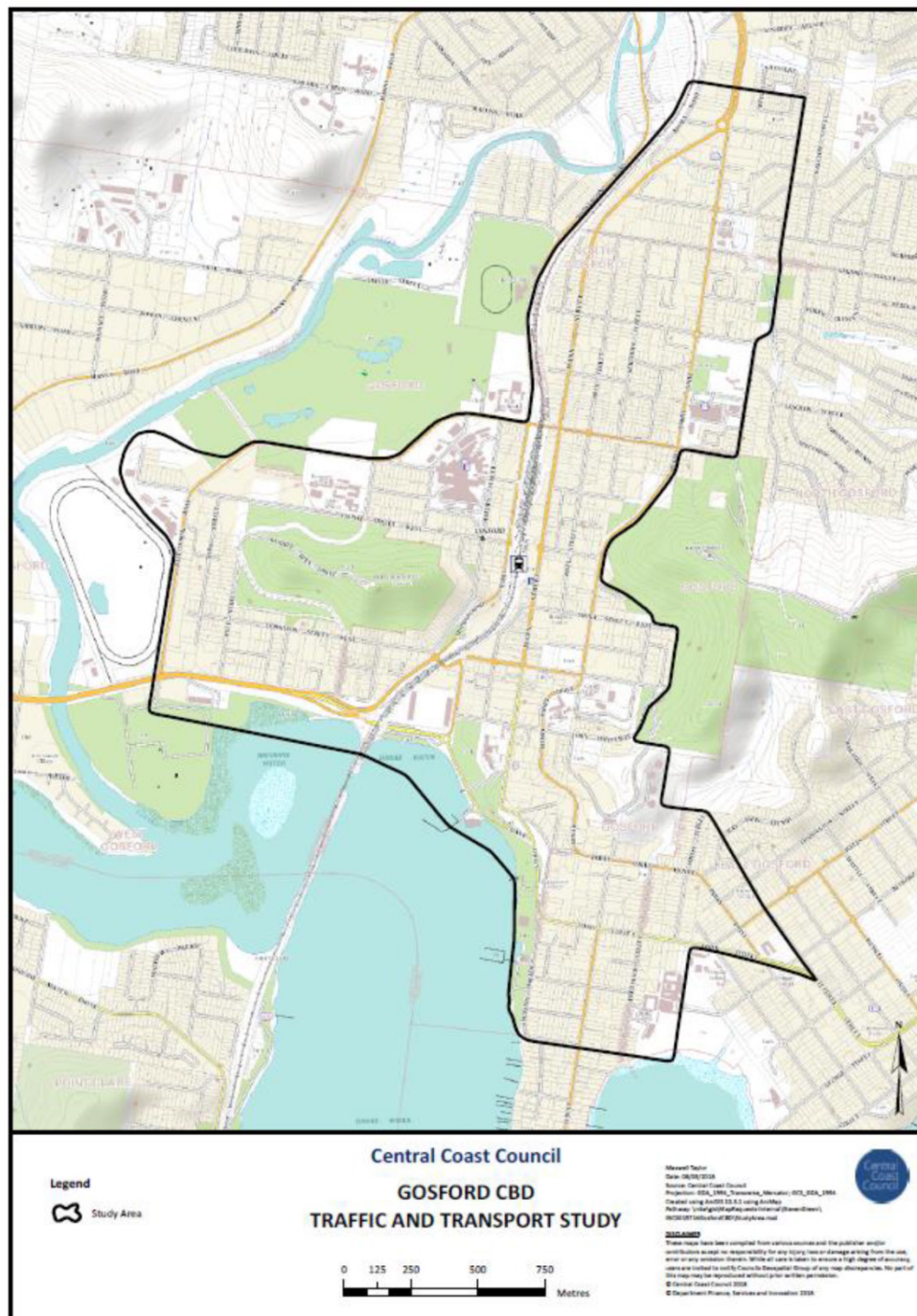


Figure 31: Study Area

SUSTAINABILITY AND ENVIRONMENTAL INVESTIGATIONS

Installation of Green Walls for Parking Station Facades

Council has been investigating the implementation of Green Walls for the facades of our car parks to create a visually appealing, liveable and sustainable CBD.

Some benefits of green walls are:

- Reduces urban heat and smog
- Cleans outside air of pollutants and dust and offsets the carbon footprint of people and fuel emissions
- Acts as a sound proofing barrier
- Soil and plants are a natural filter that can clean the water that flows through the wall
- Insulates and cools the building envelope, as well as protecting it from the elements
- Creates habitats for birds and beneficial insects, increasing biodiversity
- Can be used for growing food in urban settings, creating sustainable and local control of food sources
- Improves communities morale



Figure 32: Green Walls for Parking Station Facade

FUNDING SOURCES

Council has \$2,652,972.00 in the Contribution Plan for provision of car parking spaces within the Gosford CBD. This contribution plan is restricted to car parking contained within the boundary shown below in Figure 33. Other than this Section 94 Contribution plan, Council will be required to fund all carparks out of current and future capital budgets.

It has been indicated by the State Government that Council could apply to the State Government for 50% contribution for construction of car parks if Council can prove that part of the car park is for commuters. This can be easily addressed installing a boom gate which is operated by an Opal Card.

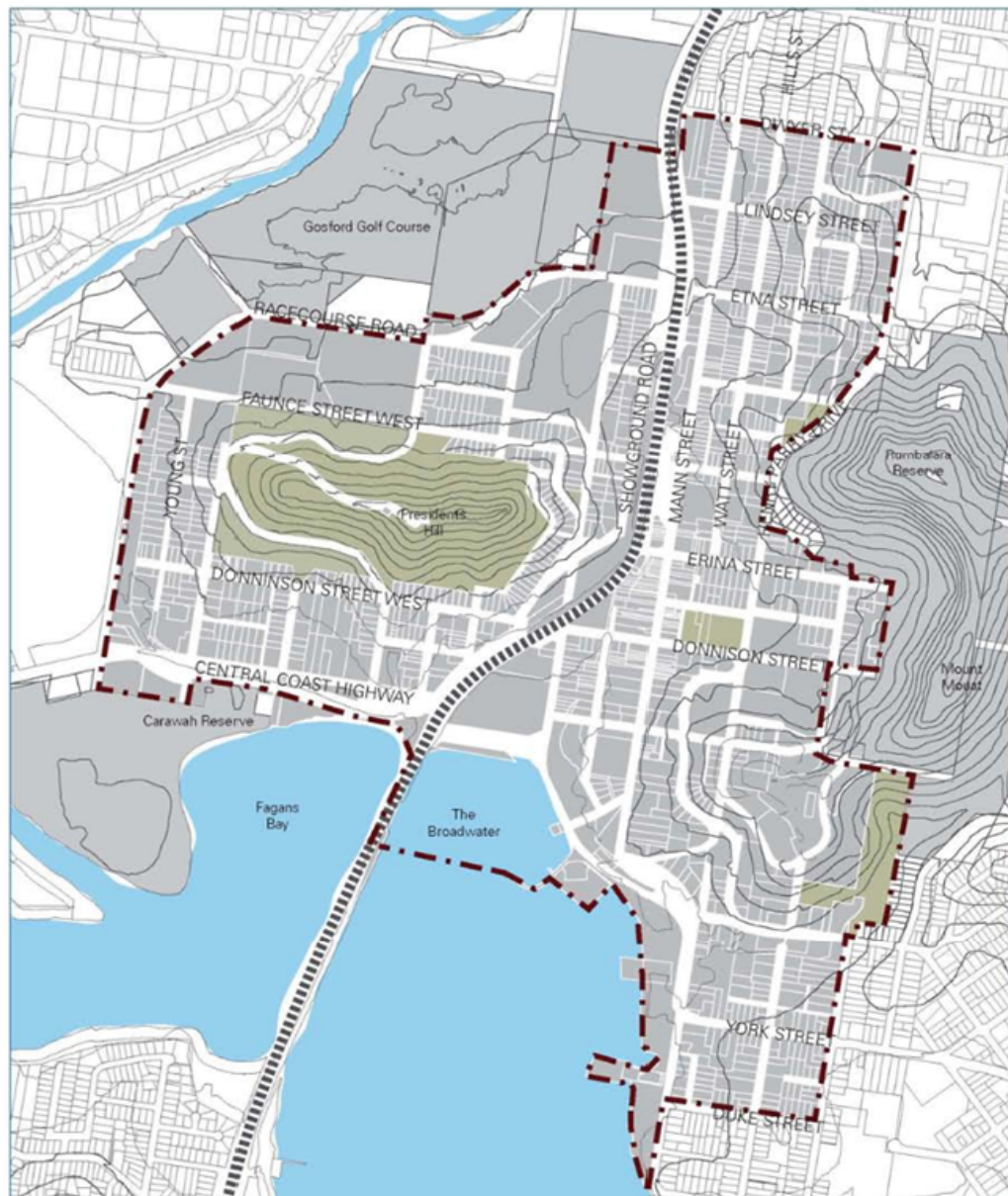


Figure 33: Section 94 Plan for Gosford CBD Parking

CONCLUSION

Based on the parking surveys and Council's detailed investigations, the all-day parking supply within the Gosford CBD is at practical capacity and will be further impacted in the foreseeable future upon completion of NSW Finance Building and redevelopment of Gosford District Hospital.

It is imperative to provide additional car parks in the short and medium term to mitigate the impact of existing and future car parking shortage.

It is recommended that Council commence the design and construction of short term, at grade car parks at the three sites identified within West Gosford to alleviate the current car parking shortage being experienced in the CBD. Further investigations are required to enable Council to confidently proceed with the medium term strategy of constructing parking stations six (6) identified locations.

Short Term Recommendation

It is recommended to provide car parks in compliance with Australian Standards at the following three locations:

Table 20: Recommended Short Term Car Parks

Site	Location	Spaces (At Grade)
5	Adcock Ave	120
3	10 Racecourse Road	180
7	22 Faunce Street West	250- 900

Refer to detailed recommendation in Confidential Attachment 1: Strategy #3

Medium to Long Term Next Steps

- Public consultation of the endorsed car parking proposal
- Detailed investigation into the feasibility of developing car parks in the following locations in the medium term and submit recommendations by February 2019:
 - The Entrance Road, Erina – 1,200 Parking Station
 - Racecourse Road, West Gosford – 1,500 At Grade Car Parks
 - Adcock Park, Gosford - 795 At Grade Car Parks
 - Albany Street, North Gosford – 1,200-1,400 Parking Station
 - Faunce Street, West Gosford - 960-1,360 Parking Station
 - Yallambee Avenue, West Gosford - 500 Parking Station
- Investigate the merits of automated car parks as compared to traditional parking stations

CENTRAL COAST PARKING STRATEGY PART 1: SHORT-TERM GOSFORD CBD STRATEGY



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EXECUTIVE SUMMARY

Introduction

Bitzios Consulting (Bitzios) has been commissioned by the Central Coast Council (Council) to prepare an integrated parking strategy for the Central Coast Local Government Area (Central Coast Parking Strategy).

The Central Coast Parking Strategy has been prepared in two (2) parts, including:

- **Part 1:** Short-Term Gosford Central Business District (CBD) Strategy; and
- **Part 2:** Medium and Long-Term Central Coast Strategy.

This is the Part 1 report.

Purpose of Report

The purpose of Part 1 report is to:

- quantify the short and long-stay parking supply within the Gosford CBD;
- quantify the peak parking demands and daily parking profile for the Gosford CBD, with a particular focus on all-day parking demands generated by the major parking “markets”;
- build upon a wealth of previous studies completed for the Gosford CBD;
- seek input from the community to better understand the existing parking challenges; and
- identify a suite of short-term parking strategies that could be implemented by Council to improve the existing all-day parking situation within the Gosford CBD.

All-Day Parking Demands by “Market”

There are three (3) distinct parking “markets” within the Gosford CBD, including:

- **Market 1:** Gosford Train Station (i.e. ‘Park and Ride (Train)’ for access to the Sydney CBD);
- **Market 2:** Gosford CBD / commercial core; and
- **Market 3:** Central Coast Local Health District (CCLHD).

All three (3) parking markets generate significant all-day parking demands, as summarised below:

- **Market 1:** recorded a peak parking demand of 1,113 vehicles within the Gosford Train Station commuter car park located on Showground Road, which equates to a peak occupancy of 99%;
- **Market 2:** recorded a peak parking demand of 1,001 vehicles within the Baker Street and Kibbleplex Shopping Centre parking stations located within the Gosford CBD, which equates to a peak occupancy of 91% of the publicly available supply. It also appears that overflow all-day parking is occurring within private parking stations such as the Imperial and Woolworths Shopping Centres, despite the high parking rates (e.g. \$16.50 per day) imposed to discourage such behaviour; and
- **Market 3:** recorded a peak demand of 713 vehicles on-street within the CCLHD precinct, which equates to a peak occupancy of 87%.

The above findings highlight that the publicly available all-day parking supply within the Gosford CBD and surrounds is currently at practical capacity (i.e. greater than 85%).

Previous Issues / Recommendations / Mitigation Themes

After reviewing relevant literature and previous studies, the following consistent themes were identified:

- **Theme 1:** there is a lack of short-stay parking in the Gosford CBD;
- **Theme 2:** there is a need to shift all-day parking outside the core to free up short-stay parking;
- **Theme 3:** there is a need to reallocate long-stay off-street parking into short-stay parking;
- **Theme 4:** there is a need to manage parking supply for new developments in the core;
- **Theme 5:** there is a need to reduce private car use and increase alternative transport mode share;
- **Theme 6:** there is a need to improve existing active and public transport infrastructure and services;
- **Theme 7:** there is a need to introduce ‘park n ride’ facilities outside the core, with shuttle buses; and
- **Theme 8:** there is a need to consider paid parking within the core, to protect parking for businesses.

Imminent Shortfall in All-Day Parking Supply

The all-day parking arrangements within the Gosford CBD will be significantly impacted in the foreseeable future due to the following factors:

- the Australian Taxation Office (recently constructed) and the NSW Government Finance Building (currently under construction) will collectively generate in the order of 1,200 new jobs within the commercial core, however will provide only 200 additional off-street parking spaces, which equates to one (1) space per six (6) employees. Under an opportunistic rate of 1.5 employees per parked vehicle, the potential overflow all-day parking demand could be in the order of 600 spaces;
- the Gosford District Hospital is currently undergoing a major redevelopment. Whilst the expansion will include the construction of a new 800 space multi-story parking station for staff, patients and visitors, the expansion will likely increase the demand for free all-day kerbside parking within walking distance of the hospital. Whilst this is difficult to quantify, it could be in the order of 200 to 300 spaces; and
- the privately-owned Kibbleplex Shopping Centre is approved to be redeveloped. It currently provides 535 free all-day parking spaces in the heart of the CBD, which equates to approximately 50% of the publicly available all-day parking supply within the commercial core.

The above findings highlight that there could be a shortfall of 535 all-day parking spaces within the core in the immediate future, and that this shortfall could increase to approximately 1,200 spaces once the Australian Taxation Office and NSW Government Finance Buildings are constructed and operating at capacity.

Recommended Short-Term Actions

To plan for and mitigate the imminent all-day parking shortfall within the Gosford CBD, Council will need to:

- protect short-term on-street parking within the commercial core for business customers; and
- provide more all-day parking opportunities, quickly.

Noting the above, the following short-term actions are recommended for further consideration:

- **Strategy Item #1:** utilise spare capacity at the Baker Street parking station (+100 spaces);
- **Strategy Item #2:** utilise spare capacity at the Central Coast Leagues Club (+120 spaces);
- **Strategy Item #3:** construct 'temporary car parks' on the fringe of the CBD (+1,200 spaces);
- **Strategy Item #4:** implement a 'Park n Ride (Bus)' scheme to service the 'temporary car parks' on the fringe of the CBD, and run a shuttle bus loop service into and around the CBD;
- **Strategy Item #5:** implement a 'Park n Ride (Cycle)' in conjunction with Strategy Item #4; and
- **Strategy Item #6:** introduce metered on-street parking within the commercial core over time to protect CBD customer parking and utilise revenue to fund other schemes (e.g. Park n Ride (Bus) etc.).

Strategy Item #1 and #2 utilise existing public and private parking infrastructure and could relatively quickly and easily accommodate in the order of 220 all-day parking spaces within / on the fringe of the core.

Whilst Strategy Item #3 could provide in the order of 1,200 additional all-day parking spaces on the fringe of the CBD, it would take longer to implement due to planning, funding, and land ownership constraints. Furthermore, to be successful it would also require Strategy Item #4, #5, and #6 to be implemented.

Recommended Medium to Long-Term Considerations

In addition to the short-term strategies, the following medium to long-term strategies should be considered:

- **Strategy Item #7:** expand the 'Park n Ride (Bus & Cycle)' schemes, and include a parking station and shuttle bus service on the eastern side of the "Central Coast and Newcastle Line" (+1,900 spaces);
- **Strategy Item #8:** convert existing all-day kerbside parking within the CCLHD precinct over time into short-stay parking, to increase availability for patients and visitors;
- **Strategy Item #9:** improve public transport services, including changes to the train timetable;
- **Strategy Item #10:** implement smart parking initiatives within the commercial core to provide information to minimise traffic circulation, reduce enforcement costs and to monitor usage; and
- **Strategy Item #11:** construct new multi-level parking station/s on the fringe of the Gosford CBD.

The medium to long-term strategies will be explored in further detail during the Part 2 report.

1. INTRODUCTION

1.1 BACKGROUND

Bitzios Consulting (Bitzios) has been commissioned by the Central Coast Council (Council) to prepare an integrated parking strategy for the Central Coast (referred herein as the "Central Coast Parking Strategy").

The Central Coast Parking Strategy has been prepared in two (2) parts, including:

- **Part 1:** Short-Term Gosford Central Business District (CBD) Strategy; and
- **Part 2:** Medium and Long-Term Central Coast Strategy.

This is the Part 1 report.

1.2 CONTEXT

The Central Coast is located between Sydney and Newcastle along the east coast of Australia. It has a land area of approximately 1,680km² and is divided into five (5) administrative wards including Gosford West, Gosford East, The Entrance, Wyong, and Budgewoi. It is currently the ninth largest urban centre in Australia in terms of population, with the existing population of 340,000 people (2016) predicated to increase by 22% to 415,000 people over the next 20 years (2036), at a rate of approximately 1.1% per annum. Gosford is located in the heart of the Central Coast region and is located approximately 76km north of the Sydney CBD.

There are three (3) distinct parking "markets" within the Gosford CBD, including:

- **Market 1:** Gosford Train Station (i.e. 'Park and Ride (Train)' for access to the Sydney CBD);
- **Market 2:** Gosford CBD / commercial core; and
- **Market 3:** Central Coast Local Health District (CCLHD).

The "Central Coast and Newcastle Line" provides rail access to Sydney, with an 80-minute (approximate) commute time between Gosford Station and Central Station. As such, there is a significant demand for all-day parking at the Gosford Station commuter car park, with all 1,115 spaces occupied prior to 7:00am.

Within the core, there are approximately 1,100 publicly available all-day parking spaces, including:

- 570 paid spaces within the Council-owned Gosford City Car Park on Baker Street (Baker Street); and
- 535 free spaces within the privately-owned Kibbleplex Shopping Centre (Kibbleplex), which is planned to be demolished and redeveloped in the foreseeable future.

There is a significant demand for all-day parking within the commercial core, with the publicly available supply at practical capacity now. There is also overflow demand spilling into private parking stations. Furthermore, the imminent loss of the Kibbleplex will place considerable strain on the finite parking capacity in the core.

In addition to the above, there has been in the order of 60 applications for large development approved in the Gosford CBD over the past few years with a total construction value estimated at \$1.6 billion. This includes several high-profile projects including the Australian Taxation Office (ATO) Building and New South Wales (NSW) Government Finance Building (Finance Building), as well as many other multi-storey residential developments. Once constructed, these developments will increase the number of residents and employees in the Gosford CBD and place further strain on the finite parking capacity in the CBD.

The Gosford District Hospital is located in the CCLHD and currently provides in the order of 500 beds. The GDH provides a range of medical, surgical and maternity services to the Central Coast region, and its emergency department is the third busiest in NSW. The GDH is also a teaching hospital of the University of Newcastle and the University of New England. As such, there is a significant demand for long-stay parking within walking proximity to the GDH, with all kerbside parking generally at practical capacity all day. Furthermore, the GDH is currently undergoing a major redevelopment to increase operating capacity.

Council is acutely aware of the emerging all-day parking challenges and the need for a consistent integrated policy across the amalgamated area. In particular, Council recognises the need for an immediate improvement strategy for the Gosford CBD, which is the focus of this Part 1 report.

1.3 KEY OBJECTIVES

The key objectives of this study are:

- quantify the short and long-stay parking supply within the Gosford CBD;
- quantify the peak parking demands and daily parking profile for the Gosford CBD, with a particular focus on all-day parking demands generated by the major parking “markets”;
- build upon a wealth of previous studies completed for the Gosford CBD;
- seek input from the community to better understand the existing parking challenges; and
- identify a suite of short-term parking strategies that could be implemented by Council to improve the existing all-day parking situation within the Gosford CBD.

1.4 SCOPE OF WORKS

Table 1.1 provides a summary of the scope of works for Part 1.

Table 1.1: Scope of Works

ID	Task	Scope of Works
Task 1.01	Inception Activities	▪ inception meeting with Project Control Group (PCG), and site inspection.
Task 1.02	Information Review and Supply Mapping	▪ review relevant policy documents, and recent approvals within the CBD; ▪ compare parking provision rates with other LGA's; and ▪ undertake a desktop parking inventory assessment and mapping in GIS.
Task 1.03	Occupancy Surveys (Round 1)	▪ undertake a 'snap shot parking survey' for the Gosford CBD on a typical weekday between 10:00am to 2:00pm (1 observation)
Task 1.04	Supply vs Demand Modelling	▪ undertake detailed supply vs demand modelling in GIS; ▪ identify 'hot spots' and shortfall in supply; and ▪ quantify potential impacts of the imminent loss Kibbleplex Shopping Centre.
Task 1.05	Workshop #1.1 Data Summary and Options	▪ facilitate a workshop with the PCG to present key findings from the parking occupancy surveys as well as the supply vs demand analysis; and ▪ discuss potential parking strategy options and short-term recommendations.
Task V.1	Occupancy Surveys (Round 2)	▪ undertake a detailed parking occupancy survey for the Gosford CBD on a typical weekday between 6:00am to 8:00pm (14 observations).
Task V.2	Parking Interviews	▪ undertake parking interview surveys at the Baker Street and Gosford Train Station Parking Stations to identify origin and destination of trips, and gauge community support for various short-term parking strategies.
Task 1.06	Parking Strategy Option Testing	▪ investigate the effectiveness and feasibility of various short-term parking strategy options to address the parking shortfall.
Task 1.07	Short-Term Recommendations	▪ recommend a suite of short-term parking strategies that could readily be implemented by Council to address the parking shortfall.
Task 1.08	Draft Part 1 Report	▪ prepare a draft report to document key findings and recommendations.
Task 1.09	Workshop #1.2 Recommendations	▪ facilitate a workshop with the PCG to present key findings from the parking survey (round 2), the parking interviews, and draft recommendations.
Task 1.10	Final Part 1 Report	▪ finalise report incorporating feedback from the workshop.

1.5 REFERENCES

The following material has been referenced in preparing this report:

- Gosford Local Environment Plan 2014 (LEP 2014);
- Development Control Plan 2013 (DCP 2013);
- Gosford Parking Study Report (GTA Consultants, 2010);
- Gosford Strategic Parking Study Report (Brown Smart Consulting, 2011);
- Gosford Urban Design and Implementation Framework (Government Architect NSW, 2018);

- Gosford City Centre Transport Management and Accessibility Plan (AECOM, 2010);
- New South Wales Department of Planning and Environment population projections; and
- parking occupancy survey data and parking interview survey data obtained by Traffic, Data & Control.

2. EXISTING CONDITIONS

2.1 STUDY AREA & PARKING PRECINCTS

Figure 2.1 illustrates the study area as well as the adopted "parking precincts" (i.e. P1 to P5).

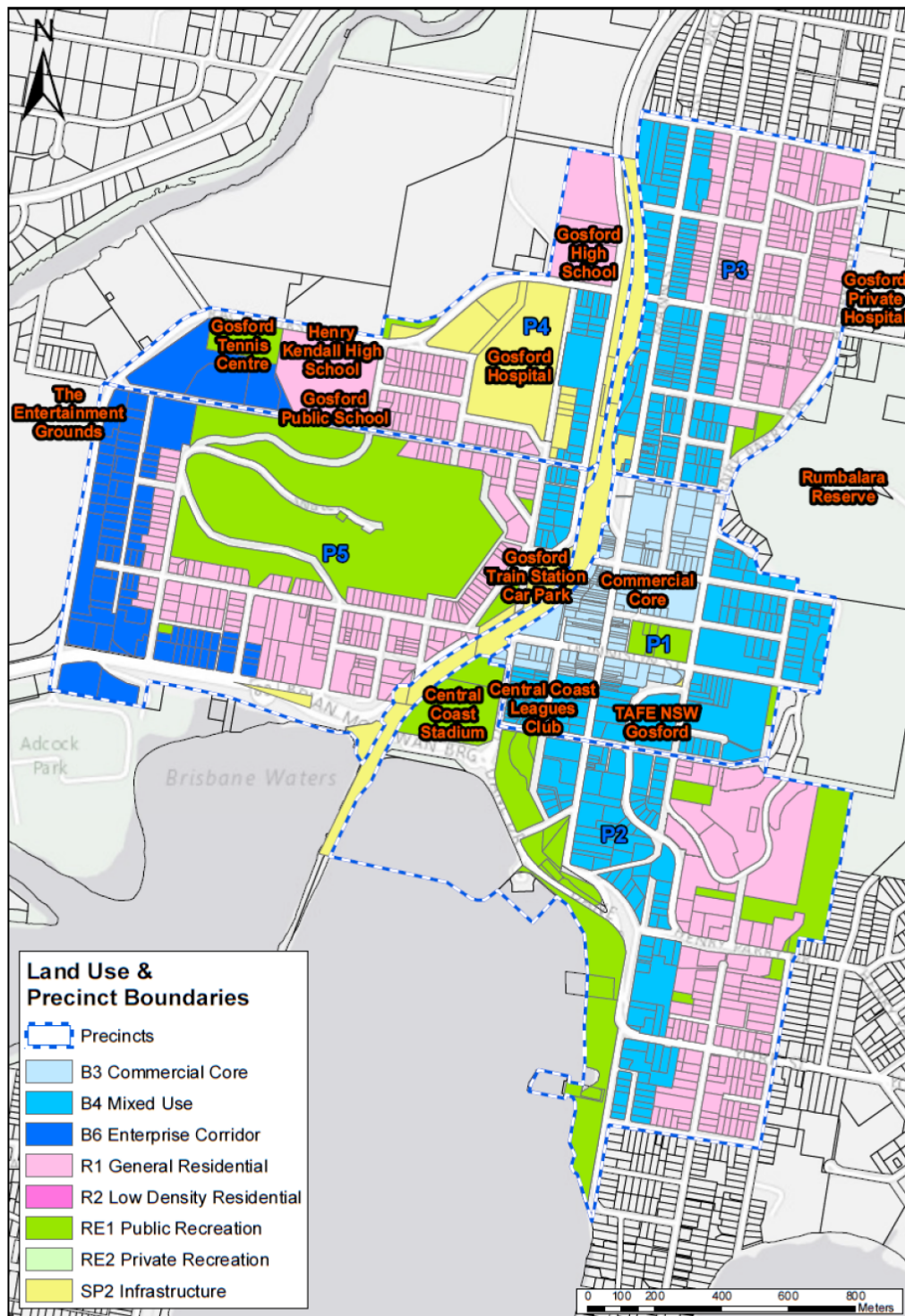


Figure 2.1: Study Area, Land Uses, and Precinct Boundaries

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 9km and an area of approximately 270ha;
- the study area boundary aligns with the Gosford City Centre boundary as per Figure 1.1 of Part 4.1 of the Gosford Development Control Plan 2013;
- the study area is bound by residential land uses to the north, Rumbalara Reserve (bushland reserve) to the east, Brisbane Water (waterfront) to the south, and the Entertainment Grounds (racecourse) and Gosford Golf Club to the west; and
- the five (5) "parking precincts" have been adopted based on land use and physical barriers (e.g. rail line) and are summarised below:
 - **Precinct 1 (P1):** CBD Central (Commercial Core and Mixed Use);
 - **Precinct 2 (P2):** CBD South (Mixed Use and Residential);
 - **Precinct 3 (P3):** CBD North (Mixed Use and Residential);
 - **Precinct 4 (P4):** Health and Education (Hospital and Schools); and
 - **Precinct 5 (P5):** Station and Surrounds (Train Station, Mixed Use and Residential).

2.2 LAND USES

Figure 2.1 also illustrates the existing land uses within the study area. Key points to note:

- the CBD is located on the eastern side of the rail line and extends northwards parallel to the rail line;
- there are several key trip attractors on the eastern side of the rail line including several car parking stations, Gosford Private Hospital (immediately adjacent to the study area), TAFE NSW Gosford, Central Coast Leagues Club, and the Central Coast Stadium; and
- there are several key trip attractors on the western side of the rail line including the Gosford Station commuter car park, CCLHD, Gosford Public School, Gosford High School, Henry Kendall High School, the Entertainment Grounds (immediately adjacent to the study area), and the Gosford Tennis Centre.

2.3 ROAD NETWORK

Figure 2.2 illustrates key elements of the road network in proximity to the study area, with key characteristics summarised in Table 2.1 below.

Table 2.1: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Central Coast Highway	RMS	Highway	6 lanes, two-way	70 km/h
Pacific Highway	RMS	Highway	2 lanes, two-way	70 km/h
Riou Street	Council	Arterial	2 lanes, two-way	50 km/h
Donnison Street	Council	Arterial	2 lanes, two-way	50 km/h
Mann Street	Council	Arterial	2 lanes, two-way	40 km/h
Racecourse Road	RMS	Arterial	2 lanes, two-way	60 km/h
Showground Road	Council	Arterial	2 lanes, two-way	50 km/h
Henry Parry Drive	RMS	Arterial	2 lanes, two-way	40 / 50 km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- there are four (4) key routes into and out of the study area including the Pacific Highway and Showground Road to the north, and the Central Coast Highway to the east and west;
- there are three (3) vehicular crossings of the rail line, including the Central Coast Highway to the south, Donnison Street in proximity to the Gosford Train Station and Racecourse Road to the north; and
- there are three (3) key north-south routes through the study area including Showground Road on the western side of the rail lines, Mann Street and Henry Parry Drive on the eastern side of rail line.

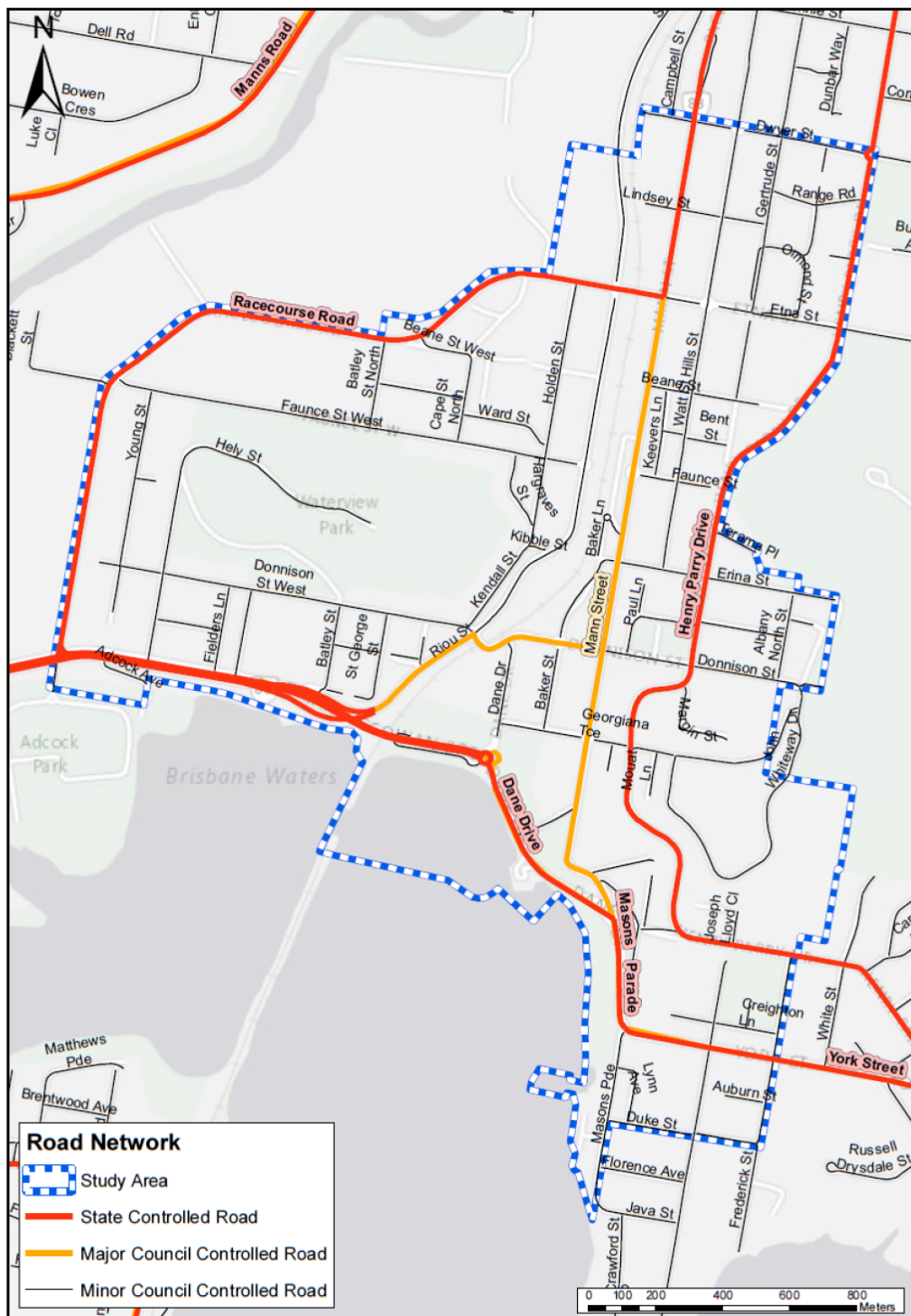


Figure 2.2: Road Network

2.4 PUBLIC TRANSPORT**2.4.1 Bus Network**

Figure 2.3 illustrates bus routes and bus stops within the study area.

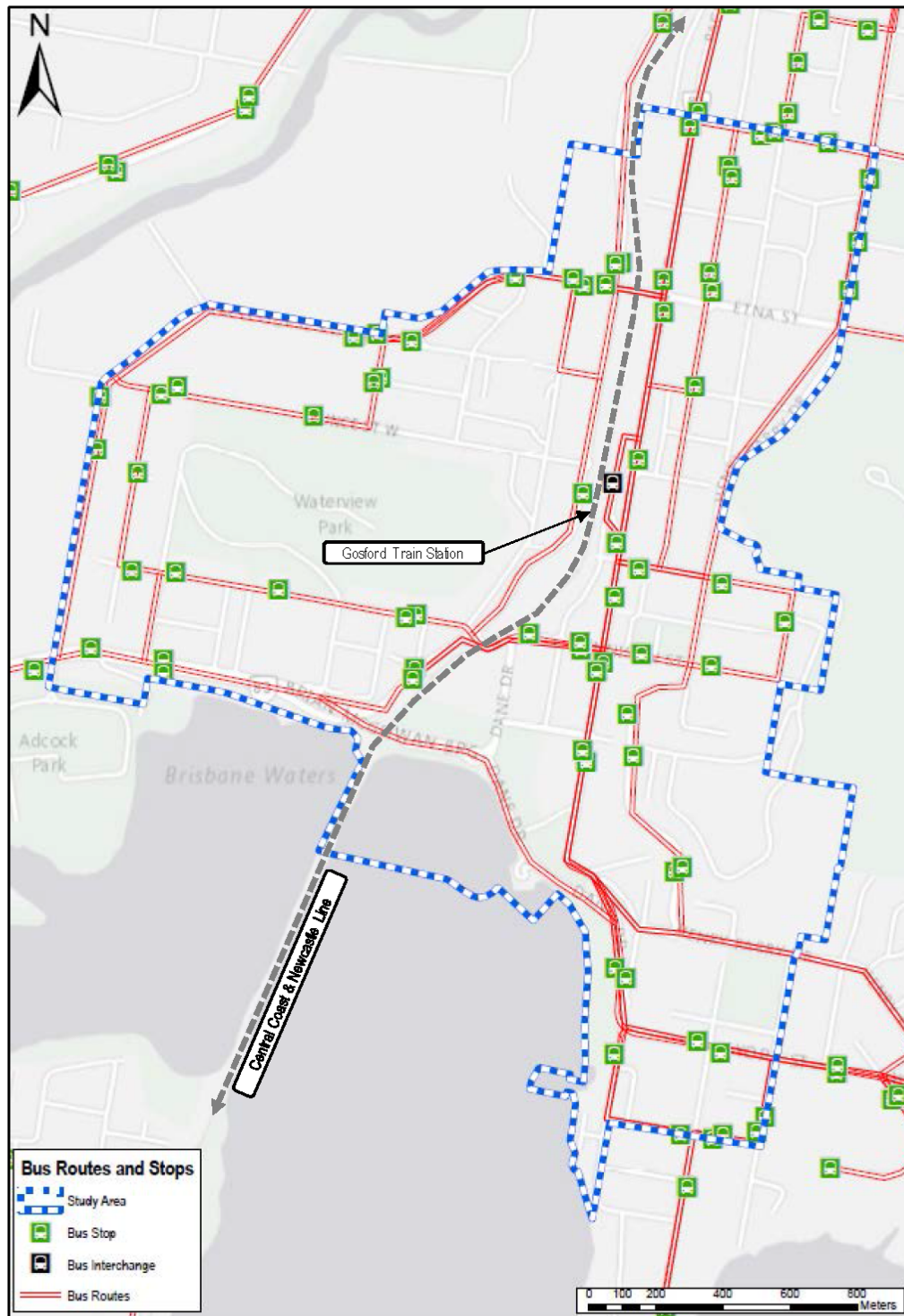


Figure 2.3: Study Area Bus Routes and Stops

Table 2.2 provides a summary of relevant bus routes and their frequencies.

Table 2.2: Bus Routes and Frequencies

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
17	Red Bus Services	Gosford to The Entrance	7	0
18	Red Bus Services	Gosford to The Entrance	6	0
19	Red Bus Services	Gosford to Wyong	13	28
20	Red Bus Services	Gosford to Matcham Loop	8	0
21	Red Bus Services	Gosford to The Entrance	20	32
22	Red Bus Services	Gosford to The Entrance	15	28
23	Red Bus Services	Gosford to The Entrance	16	22
28	Red Bus Services	Gosford to The Entrance	3	5
32	Busways	Gosford, Somersby, Mangrove Mountain, Spencer	7	0
33	Busways	Gosford West, Gosford, Somersby	9	0
34	Busways	Gosford, Kariong	27	29
36	Busways	Gosford, Narara, Niagara Park, Ourimbah, Tuggerah	21	29
37	Busways	Gosford, Lisarow, Settlers Park, Ourimbah, Tuggerah	22	30
38	Busways	Gosford, Wyoming	38	42
40	Red Bus Services	Gosford – North Gosford Loop (Red Bus Services)	20	12
41	Red Bus Services	Gosford – West Gosford Loop (Red Bus Services)	7	3
42	Red Bus Services	Gosford – Point Frederick Loop (Red Bus Services)	9	3
43	Red Bus Services	Gosford to Springfield	9	1
44	Red Bus Services	Gosford to Erina Fair	20	24
55	Busways	Gosford, Woy Woy, Umina Beach, Ettalong Beach	33	40
63	Busways	Gosford, Davistown, Saratoga via Green Point	22	22
64	Busways	Gosford, Kincumber, Woy Woy via Empire Bay & Booker Bay	23	27
65	Busways	Gosford, Wagstaffe via Kincumber & MacMasters Beach	6	2
66A	Busways	Gosford, Avoca & Copacabana (anti clockwise route)	13	10
66C	Busways	Gosford, Avoca & Copacabana (clockwise route)	10	10
67	Busways	Gosford, Erina Fair, Terrigal, North Avoca	15	23
68	Busways	Gosford, Erina Fair, Wamberal, Terrigal	20	32
70	Busways	Gosford, Woy Woy, Ettalong Beach via Priestley Parade	11	10

Key points to note are:

- the “Central Coast and Newcastle Line” runs north-south through the middle of the study area, with the Gosford Station Interchange (rail and bus) located adjacent to the CBD; and
- there are 28 bus services operated by “Busways” and “Red Bus Services” which service the interchange, including three (3) loop services within the study area (40 north, 41 west and 42 south).

Table 2.3 provides a travel time comparison between bus and private vehicle trips to the Gosford CBD.

Table 2.3: Travel Time Comparison (Bus vs. Private Vehicle)

Origin	Destination	Bus Journey Time	Vehicle Journey Time	Difference
Terrigal Surf Club	Gosford Station	34 minutes (B68)	18 minutes	16 minutes
The Entrance Surf Club	Gosford Station	60 minutes (B21)	35 minutes	25 minutes
Umina Surf Club	Gosford Station	34 minutes (B55)	22 minutes	12 minutes

When adding in walk times and wait times for buses, it appears that buses are at a clear disadvantage when competing with private vehicles for modal share, even when parking charges are considered.

2.4.2 Train Network

The "Central Coast and Newcastle Line" runs through the Central Coast LGA, on an alignment approximately 10km west of the coastline. There are 13 stations on the rail line within the Central Coast LGA. Figure 2.4 illustrates the location of each train station within the Central Coast LGA and proximity to the Sydney CBD.



Source: www.sydneystains.info/stations/network_map

Figure 2.4: Train Network

Table 2.4 and Table 2.5 provides a summary of inbound and outbound train services to / from Sydney CBD.

Table 2.4: Inbound Train Services

Route	Weekday Inbound Services	Direct Weekday Inbound Services to Sydney CBD	Direct Weekday Inbound Services to Sydney CBD Arriving Between 6-9am	Average Travel Time to Sydney CBD	Quickest Travel Time to Sydney CBD
Warnervale	26	18	1	1:51	1:43
Wyong	57	42	9	1:42	1:32
Tuggerah	57	42	9	1:39	1:29
Ourimbah	35	21	4	1:39	1:37
Lisarow	30	18	1	1:36	1:34
Niagara Park	30	18	1	1:33	1:32
Narara	35	21	4	1:31	1:30
Gosford	50	50	15	1:24	1:15
Point Clare	25	25	5	1:23	1:22
Tascott	25	25	5	1:21	1:20
Koolewong	25	25	5	1:18	1:17
Woy Woy	50	50	15	1:14	1:08
Wondabyne	20	20	5	1:09	1:08

Table 2.5: Outbound Train Services

Route	Weekday Outbound Services	Direct Weekday Outbound Services from Sydney CBD	Direct Weekday Outbound Services from Sydney CBD Departing Between 4-7pm	Average Travel Time from Sydney CBD	Quickest Travel Time from Sydney CBD
Wondabyne	21	21	5	1:08	1:08
Woy Woy	52	52	16	1:14	1:09
Koolewong	27	27	5	1:17	1:15
Tascott	27	27	5	1:21	1:17
Point Clare	27	27	5	1:23	1:19
Gosford	52	52	16	1:25	1:18
Narara	34	25	5	1:32	1:26
Niagara Park	34	25	5	1:34	1:28
Lisarow	34	25	5	1:36	1:30
Ourimbah	34	25	5	1:40	1:34
Tuggerah	52	43	10	1:40	1:30
Wyong	52	43	10	1:43	1:33
Warnervale	30	22	2	1:49	1:41

Key points to note are:

- there are 13 train stations within the Central Coast LGA, with Gosford and Woy Woy being the main commuter train stations with 15 direct inbound services to Sydney CBD in the morning peak (6:00 to 9:00) and 16 direct outbound services from CBD in the afternoon peak (16:00 to 19:00);
- the travel time to / from Sydney CBD via Woy Woy and Gosford Stations is approximately 70 and 80 minutes respectively, compared to approximately 90 to 100 minutes via Tuggerah and Wyong; and
- stations either side of Gosford have very limited daily and peak period services, despite similar travel times to / from Sydney CBD.

2.5 ACTIVE TRANSPORT

Figure 2.5 indicatively illustrates the existing active transport (walking and cycling) network in the study area.

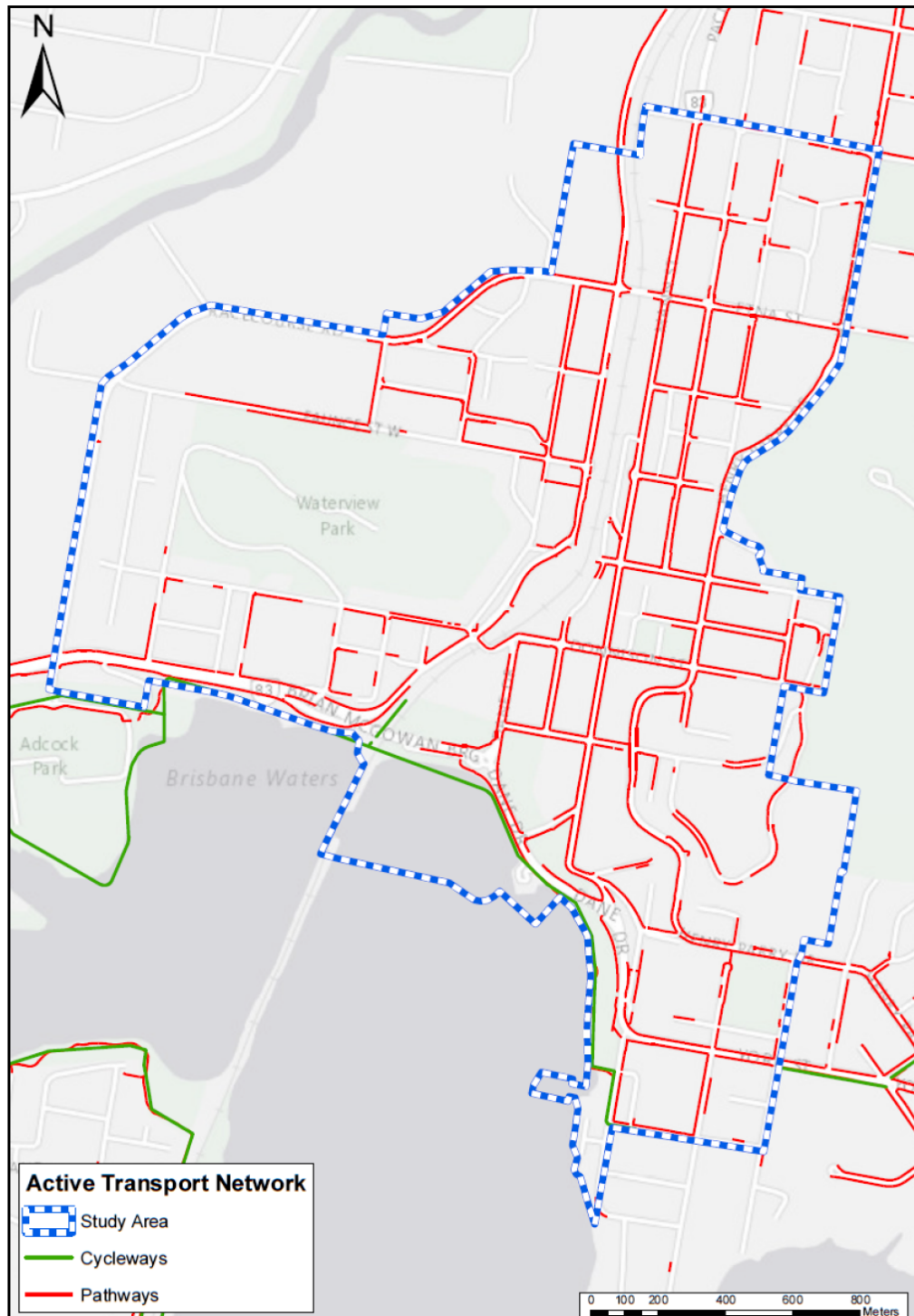


Figure 2.5: Active Transport Network

Whilst the walking network is well-established, there are gaps. There is also limited cycle infrastructure. Furthermore, the rail corridor creates a barrier for east-west walking and cycling movements.

2.6 PARKING

2.6.1 Overview

Figure 2.6 illustrates the existing kerbside parking allocation by precinct, as well as the location of key parking stations and off-street car parks within the study area for the Part 1 study.



Figure 2.6: Kerbside Parking Allocation and Off-Street Parking Locations

2.6.2 Kerbside Parking

Table 2.6 and Figure 2.7 provides a summary of the kerbside allocation by parking type and precinct.

In presenting this data, the following definitions have been adopted:

- **Long-Stay Parking:** "Accessible", "4P", and "Unrestricted" (i.e. low turnover spaces); and
- **Short-Stay Parking:** "10min", "1/4P", "1/2P", "1P", and "2P" (i.e. high turnover spaces).

Table 2.6: Kerbside Parking Supply by Precinct

Precinct	Long-Stay Parking			Short-Stay Parking					Total
	Unrestricted	4P	Accessible	2P	1P	1/2P	1/4P	10min P	
1	153	51	8	132	213	14	15	16	602
2	504	67	1	18	59	-	2	-	651
3	516	-	-	75	89	-	-	5	685
4	775	39	6	-	-	-	-	36	856
5	784	-	-	-	-	-	-	24	808
TOTAL	2,732	157	15	225	361	14	17	81	3,602
	2,904 (81%)			698 (19%)					

Note: Accessible = Parking for Persons with Disabilities

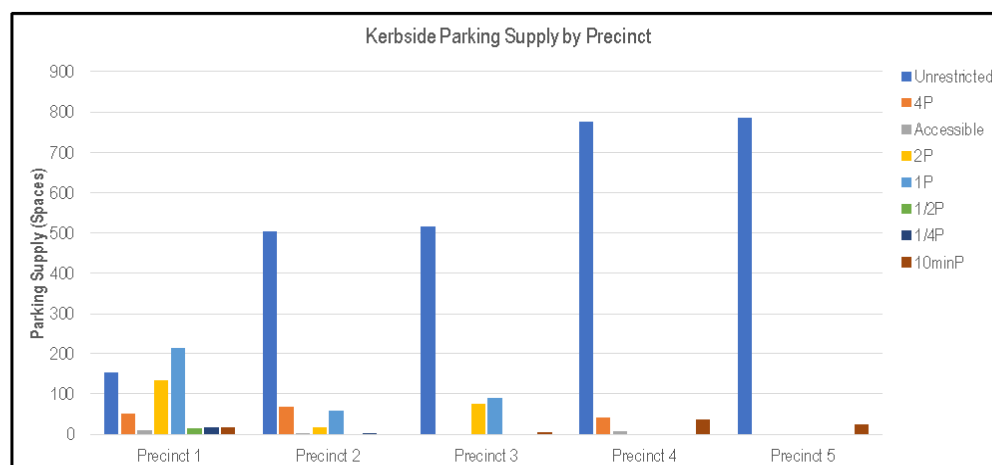


Figure 2.7: Kerbside Parking Supply by Precinct

Key points to note are:

- Precinct 1 (P1): has predominately short-stay kerbside parking (i.e. 390 spaces or 65% of supply);
- Precinct 2 (P2): has predominately long-stay kerbside parking (i.e. 572 spaces or 88% of supply);
- Precinct 3 (P3): has predominately long-stay kerbside parking (i.e. 516 spaces or 75% of supply);
- Precinct 4 (P4): has predominately long-stay kerbside parking (i.e. 820 spaces or 96% of supply);
- Precinct 5 (P5): has predominately long-stay kerbside parking (i.e. 784 spaces or 97% of supply); and
- overall, 20% (698 spaces) of all kerbside parking within the study area is short-stay (i.e. 2P or less).

The above findings are logical in that the commercial core (Precinct 1) provides short-stay time limited parking whilst the surrounding residential areas provide predominately unrestricted, long-stay parking.

2.6.3 Off-Street Parking

Table 2.7 and Figure 2.8 provides a summary of the parking capacity at each location.

Table 2.7: Off-Street Parking Supply by Location

ID	Name	Precinct	Long-Stay	Short-Stay		TOTAL (Spaces)	Publicly Available (Spaces)
			Unrestricted	3P	2P		
1	Gosford Station Car Park	5	1,119	-	-	1,119	1,119
2	Baker Street Car Park	1	671	35	-	706	605
3	Imperial Shopping Centre	1	399	-	-	399	-
4	Woolworths Shopping Centre	1	107	-	-	107	-
5	Central Coast Leagues Club	1	355	-	-	355	-
6	Park Plaza Shopping Mall	1	-	-	51	51	-
7	Gateway Centre Gosford	1	49	-	-	49	-
8	Kibbleplex Shopping Centre	1	535	-	-	535	535
9	AquaSplash Car Park	2	-	-	26	26	-
10	Yacht Sailing Club Car Park	2	75	-	-	75	-
TOTAL	-	-	3,310 (97%)	112 (3%)		3,422	2,259 (66%)

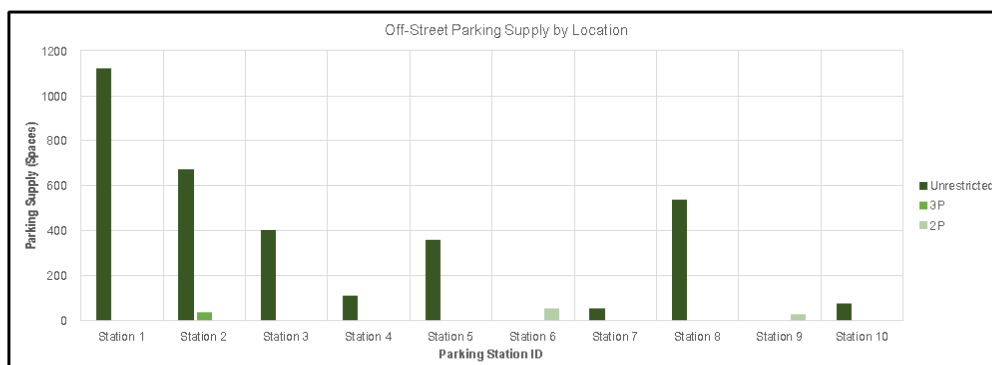


Figure 2.8: Off-Street Parking Supply by Location

Key points to note are:

- Station 1, 2 and 8 are the only publicly available all-day parking stations;
- Station 1 is free and provides approximately 33% of the off-street parking capacity (1,119 spaces);
- Station 2 is a paid parking station and provides 21% of the off-street parking capacity (706 spaces) although 101 spaces are leased for private use. It is free for the first two (2) hours; then between \$4.00 (2 hours) to \$11.00 (8 hours), with a maximum rate of \$11. There is also an early bird discount of \$8.00;
- Station 3 and Station 4 are both paid parking stations for private use and provide 15% of the off-street parking capacity (506 spaces). These stations are free for the first three (3) hours; then between \$1.60 (3 hours) to \$13.20 (7 hours), with a maximum daily rate of \$16.50;
- Station 5 is a private station for visitors only and is supervised by security guards to prevent all day commuter parking. It contributes 10% of the off-street parking capacity (355 spaces);
- Station 6 is a small retail car park for private use only;
- Station 7 is a private parking station which includes a \$10.00 fee for the first hour; then \$2.00 per hour thereafter. It contributes less than 2% of the off-street parking capacity (49 spaces);
- Station 8 is free and provides 15% of the off-street parking capacity (535 spaces);
- Station 9 and 10 are small remote car parks for private use only;
- 70% of the off-street capacity (2,360 spaces) is provided by three (3) stations (Station 1, 2, and 8);
- 37% (1,261 spaces) of all off-street parking is paid parking (Station 2, 3, 4, and 7); and
- only 3% (112 spaces) of all off-street parking is short-stay (i.e. 3P or less).

2.6.4 Total Parking Supply

Table 2.8 provides a summary of the total parking supply by precinct.

Table 2.8: Total Parking Supply by Precinct

Precinct	Kerbside Parking			Off-Street Parking			Total Parking			Distribution
	Long-Stay	Short-Stay	Total	Long-Stay	Short-Stay	Total	Long-Stay	Short-Stay	Total	
1	212	390	602	2,116	86	2,202	2,328	476	2,804	40%
2	572	79	651	75	26	101	647	105	752	11%
3	516	169	685	-	-	-	516	169	685	10%
4	820	36	856	-	-	-	820	36	856	12%
5	784	24	808	1,119	-	1,119	1,903	24	1,927	27%
TOTAL	2,904	698	3,602	3,310	112	3,422	6,214	810	7,024	100%
	81%	19%	100%	97%	3%	100%	88%	12%	100%	

In summary, there are in the order of 7,000 parking spaces within the study area, with approximately:

- 51% kerbside parking spaces and 49% off-street parking spaces; and
- 88% long-stay (i.e. 4P, unrestricted, Accessible etc.) and 12% short-stay (i.e. 3P, 2P, 1P etc.).

Based on the above, and relative to other city centres of a similar scale, there appears to be an imbalance in short-stay to long-stay parking within the study area.

It is important to note that this supply does not include all private off-street parking within the study area.

2.7 KIBBLEPLEX SHOPPING CENTRE

The privately-owned Kibbleplex Shopping Centre, which is currently vacant and provides 535 free long-term parking spaces in the heart of the CBD, is planned to be demolished and redeveloped in the foreseeable future. Whilst the timing of the redevelopment is unknown, it is understood that Lederer Group lodged an \$850 million Stage One Masterplan with Council in March 2016, and that the masterplan includes nine (9) buildings with residential, commercial and retail land uses.

This parking station provides 15% of the total off-street parking supply in and around the Gosford CBD, with 85% occupancy prior to 9:00am on weekdays and all 535 spaces occupied prior to 11:00am.

3. LITERATURE REVIEW

3.1 OVERVIEW

A detailed review has been undertaken of information contained in the following:

- demographics (i.e. population and employment projections);
- travel patterns (i.e. journey to work, car ownership rates, parking infringements etc.);
- relevant previous studies for the Gosford CBD;
- relevant policy and planning documents;
- recent decisions related to parking provisions for new CBD developments; and
- benchmarking parking provision rates with comparative LGA's.

3.2 DEMOGRAPHICS

3.2.1 Population Projections

Table 3.1 provides a summary of population projections for NSW, the Central Coast LGA, and for the Gosford-West Gosford area, based on various sources.

Table 3.1: Population Projections

Location	2016	2021	2026	2031	2036	Net Change	Growth p.a.
NSW ^[1]	7,748,000	8,297,500	8,844,700	9,386,850	9,925,550	2,177,550	1.4%
Central Coast LGA ^[1]	339,550	357,250	374,900	391,050	415,050	75,500	1.1%
Gosford – West Gosford ^[2]	4,970	6,187	7,653	9,361	11,028	6,058	6.1%

Source: [1] www.planning.nsw.gov.au/research-and-demography/demography/population-projections

Source: [2] <http://forecast.id.com.au/>

Key points are:

- the Gosford-West Gosford population is predicted to increase by 6.1% p.a. between 2016 and 2036, which is rapid growth and significantly higher than the Central Coast LGA (1.1% p.a.) and NSW (1.4% p.a.); and
- Gosford-West Gosford is predicted to accommodate a total of 11,000 persons by 2036, which is more than double the current population (4,970 persons in 2016).

3.2.2 Employment Projections

Table 3.2 provides a summary of employment projections for NSW, the Central Coast LGA, and for the Gosford-West Gosford area, based on various sources.

Table 3.2: Employment Projections

Location	2016	2021	2026	2031	2036	Net Change	Growth p.a.
NSW ^[1]	3,051,728	3,285,008	3,515,847	3,759,972	4,020,935	969,207	1.6%
Central Coast LGA	149,695 ^[1]	n/a	n/a	n/a	174,695 ^[4]	25,000 ^[2]	0.8%
Gosford – West Gosford	2,526 ^[1]	n/a	n/a	n/a	8,526 ^[4]	6,000 ^[3]	11.9%

Source: [1] <http://forecast.id.com.au/>

Source: [2] Central Coast Regional Plan Monitoring Report

Source: [3] DCP2014

Source: [4] Derived utilising a combination of sources.

Key points are:

- Gosford-West Gosford employment is predicted to increase by 11.9% p.a. between 2016 and 2036, which highlights incredibly rapid growth and is significantly higher than the Central Coast LGA (0.8% p.a.) and NSW (1.6% p.a.); and
- Gosford-West Gosford employment is predicted to accommodate a total of 8,500 jobs by 2036.

3.3 TRAVEL PATTERNS

3.3.1 Journey to Work

Table 3.3 provides a summary of the Australian Bureau of Statistics (ABS) journey to work data from the 2016 census, for the suburb of Gosford, the Central Coast LGA, and for the state of NSW.

Table 3.3: Journey to Work (by Residents of Each Area)

Travel to Work	Gosford (Suburb)	Central Coast (LGA)	NSW (State)
Car, as driver (one method)	863 (50.0%)	91,077 (65.3%)	1,953,399 (57.8%)
Car, as passenger (one method)	73 (4.2%)	6,388 (4.6%)	252,786 (7.5%)
Travelled by car as driver or passenger	997 (57.0%)	102,048 (73.1%)	2,182,854 (64.6%)
Train (one method)	270 (15.7%)	5,346 (3.8%)	252,786 (7.5%)
Bus (one method)	50 (2.9%)	1,437 (1.0%)	133,903 (4.0%)
Travelled by public transport	400 (22.9%)	12,297 (8.8%)	540,215 (16.0%)
Walked (one method)	159 (9.2%)	2,326 (1.7%)	130,957 (3.8%)
Total	1,751 (100%)	139,593 (100%)	3,380,332 (100%)

Source: http://www.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11722?opendocument

Key points to note:

- approximately 57% of employees that live in Gosford (suburb) travel to work by car as driver or passenger, which is less than the Central Coast LGA (73%) and the state of NSW (65%);
- approximately 23% of employees that live in Gosford (suburb) travel to work by public transport, which is more than the Central Coast LGA (9%) and the state of NSW (16%); and
- approximately 9% of employees that live in Gosford (suburb) walk to work, which is more than the Central Coast LGA (2%) and the state of NSW (4%).

The vast majority of public transport users are on the train and commuting southwards towards the Sydney CBD. Public transport usage for trips into the Gosford CBD is relatively low.

3.3.2 Car Ownership

Table 3.4 provides a summary of the ABS car ownership data from the 2016 census, for the suburb of Gosford, the Central Coast LGA, and for the state of NSW.

Table 3.4: Car Ownership

Number of Motor Vehicles	Gosford (suburb)	Central Coast (LGA)	NSW (State)
None	243 (14.9%)	8,388 (6.9%)	239,625 (9.2%)
1 motor vehicle	877 (53.7%)	44,315 (36.6%)	946,159 (36.3%)
2 or more motor vehicles	441 (27.0%)	63,532 (52.5%)	1,322,902 (50.8%)
Not Stated	72 (4.4%)	4,810 (4.0%)	95,623 (3.7%)
Total	1,633 (100%)	121,045 (100%)	2,604,309 (100%)

Source: http://www.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11722?opendocument

Key points to note:

- approximately 15% of dwellings in Gosford (suburb) have no registered vehicles;
- approximately 54% of dwellings in Gosford (suburb) have only one (1) registered vehicle, which is more than the Central Coast LGA (37%) and the state of NSW (36%); and
- approximately 27% of dwellings in Gosford (suburb) have two (2) or more registered vehicles, which is less than the Central Coast LGA (53%) and the state of NSW (51%).

At face value, Gosford has relatively low car ownership, but this is more likely related to its population's demographic characteristics rather than the propensity to use public transport in lieu of the private vehicles.

3.4 PREVIOUS STUDIES

3.4.1 Overview

A detailed review has been undertaken for the following sources relevant to car parking in the study area:

- Gosford Parking Study Report (GTA Consultants, 2010);
- Gosford Strategic Parking Study Report (Brown Consulting, 2011);
- Gosford Urban Design and Implementation Framework (Government Architect NSW, 2018); and
- Gosford City Centre Transport Management and Accessibility Plan (AECOM, 2010).

3.4.2 Gosford Parking Study

In May 2010, GTA Consultants prepared the Gosford Parking Study for Gosford City Council. As part of the study a parking demand model was developed based on surveyed CBD car parking demands. The parking demand model was then used to estimate parking demands in future years (2011, 2021 and 2031) based on expected development and population growth.

Key findings from the study were:

- surveyed car parking demands were higher than those estimated by applying parking provision rates required by Council planning instruments to the each of the land uses within the CBD;
- as would be expected, the parking demand model indicated that significantly more parking (particularly in 2021 and 2031) would need to be provided within the CBD to support growth;
- providing all of the parking predicted to be required by the model would come with significant construction costs and other costs such as those required to upgrade roads etc. Therefore, significant cost savings could be made by reducing future parking demands; and
- future parking demands could likely be decreased by improving public and active transport infrastructure provisions and promoting alternative transport options. The money effectively saved by not providing additional parking could be put towards alternative transport infrastructure upgrades.

Key recommendations from the study were:

- increase the level of parking enforcement within short-term time-restricted parking areas;
- utilise development-based parking rates to achieve an increase in the supply of short and long-term parking;
- increase the provision of public short-term parking within existing long-term parking stations;
- determine the costs of building additional parking facilities to allow for a contribution scheme;
- investigate improvements to pedestrian and cycle links;
- provide a free shuttle bus to circulate around the Gosford and connect key off-street parking areas;
- implement methods to influence modal shift away from private vehicles;
- consult with car sharing companies and establish their interest in locating in Gosford; and
- consider the introduction of paid parking areas. Consideration should be given to pricing on-street car parking first as this is seen as fundamental to achieve turnover. This cannot be introduced however without consideration given to protection for adjacent residential streets.

3.4.3 Gosford Strategic Parking Study

In November 2011, Brown Consulting (NSW) Pty Ltd (Brown Consulting) prepared the Gosford Strategic Parking Study for Gosford City Council. The study focussed on the need to reduce car parking demands to try and limit future impacts on roads, the environment etc. whilst promoting CBD development.

To achieve this, the study recommended implementing strategies such as:

- reducing parking provision requirements for developments (particularly retail and commercial developments) in and around the CBD in conjunction with improving public transport;
- reducing parking provision requirements for developments in proximity to bus routes or the train station;
- converting existing, long-stay public car parking in and around the CBD to short-stay over time to reduce commuter parking and increase the number of spaces available for visitors, customers etc.;

- providing park and ride facilities outside of the CBD area which are serviced by high quality public transport that links to major economic/tourism hubs e.g. the CBD or the waterfront precinct;
- allowing developers to provide less parking than specified by the relevant planning document, if they contribute a proportion of the money saved towards local transport infrastructure (e.g. footpaths, bicycle paths) or road widening; and
- requiring new developments within the CBD area to only provide a proportion of parking spaces on-site with the remaining spaces to be located within public parking areas. It was expected that this would increase parking utilisation and also allow Council to reduce the number of CBD parking spaces over time with improved public transport.

3.4.4 Gosford Urban Design and Implementation Framework

In April 2018, Government Architect New South Wales publishes the Gosford Urban Design and Implementation Framework (GUDIF). The GUDIF focused on continuing to develop Gosford City Centre as an attractive regional city by adopting a place-based focus. The GUDIF discussed the current conflicts between the long-term commuter parking and short-term visitor parking within Gosford city centre.

The GUDIF identified the following key opportunities:

- relocating commuter car parking to outside the city centre to a site within 800-1000m of the Gosford train station and the provision of a shuttle bus service to the new car parks;
- repurposing the commuter car parking spaces to short-term parking spaces within the city centre with the exception of Mann Street and in the vicinity of Kibble Park; and
- introducing maximum car parking rates for developments and the provision of alternatives such as car share spaces and improved public transport services to reduce vehicle dependence.

3.4.5 Gosford City Centre Transport Management & Accessibility Plan

In November 2011, AECOM completed the Gosford City Centre Transport Management & Accessibility Plan (TMAP) for Transport for NSW. The purpose of the TMAP was to increase the public transport of work trips (only 6%) into the Gosford City Centre. The TMAP was built on a host of previous studies for Gosford including the Gosford Challenge Masterplan, Gosford Waterfront Masterplan, Gosford Parking Strategy, Gosford City Centre PAMP, and the Gosford Cycle Strategy.

Key recommendations from the TMAP were:

- forward planning and network management of east-west traffic in and around Gosford to encourage and facilitate a modal shift in Gosford over time;
- making public transport more attractive by improving bus connectivity and encouraging the use of bus travel within Gosford and surrounding regions;
- making active transport more attractive by improving cycle and pedestrian connectivity with the increase of bicycle parking at key destinations;
- limiting the growth of car parking within the Gosford City Centre to increase the use of public transport;
- regularly reviewing (every 5 years) the patronage of public transport to assess the effectiveness of measures on the ground and help to focus funding and program and project delivery over time;
- regularly reviewing RMS' (formerly known as RTA) model to review progress towards mode share to ensure the rate of development upgrades are in line with the development of Gosford City Centre;
- regular meetings with Transport NSW, Gosford City Council and other key government stakeholders to ensure the delivery of the TMAP outcomes and measures overtime;
- establishing travel behaviour change programs that promotes the reduction of car travel into the city centre by listing the positive impacts on the environment, addressing sustainability and climate change objectives and encouraging healthy and active travel choices for workers;
- implementing workplace travel plans for developments that promotes greener, cleaner and healthier travel options as opposed to single occupancy car-use; and
- establishing a program of works for road and intersection upgrades that does not just enhance the traffic capacity but also provides improvements to bus service travel times and reliability.

3.4.6 Previous Issues / Recommendations / Mitigation Themes

After reviewing relevant literature and previous studies, the following consistent themes were identified:

- **Theme 1:** there is a lack of short-stay parking in the Gosford CBD;
- **Theme 2:** there is a need to shift all-day parking outside the core to free up short-stay parking;
- **Theme 3:** there is a need to reallocate long-stay off-street parking into short-stay parking;
- **Theme 4:** there is a need to manage parking supply for new developments in the core;
- **Theme 5:** there is a need to reduce private car use and increase alternative transport mode share;
- **Theme 6:** there is a need to improve existing active and public transport infrastructure and services;
- **Theme 7:** there is a need to introduce 'park n ride' facilities outside the core, with shuttle buses; and
- **Theme 8:** there is a need to consider paid parking within the core, to protect parking for businesses.

3.5 POLICY AND PLANNING DOCUMENTS

3.5.1 Overview

A detailed review has been undertaken for the following sources in relation to car parking:

- Gosford Local Environment Plan 2014 (LEP2014); and
- Gosford Development Control Plan 2013 (DCP2013).

3.5.2 Gosford Local Environmental Plan 2014

Part 8 of LEP2014 sets environmental planning provisions for land in the CBD, with the following objectives:

- a) *"to promote the economic and social revitalisation of Gosford City Centre;*
- b) *to strengthen the regional position of Gosford City Centre as a multi-functional and innovative centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban space with design excellence in all elements of its built and natural environments;*
- c) *to protect and enhance the vitality, identity and diversity of Gosford City Centre;*
- d) *to promote employment, residential, recreational and tourism opportunities in Gosford City Centre;*
- e) *to encourage responsible management, development and conservation of natural and man-made resources and to ensure that Gosford City Centre achieves sustainable social, economic and environmental outcomes;*
- f) *to protect and enhance the environmentally sensitive areas and natural and cultural heritage of Gosford City Centre for the benefit of present and future generations;*
- g) *to help create a mixed-use place, with activity during the day and throughout the evening, so that Gosford City Centre is safe, attractive and efficient for, and inclusive of, its local population and visitors alike;*
- h) *to enhance the Gosford waterfront; and*
- i) *to provide direct, convenient and safe pedestrian links between Gosford City Centre and the Gosford waterfront."*

Part 8.6 Clause (1) of LEP2014 outlines the following minimum car parking requirements for new commercial and retail developments within the Gosford City Centre:

- *"at least one car parking space is provided for every 75 square metres of the gross floor area of the building that is to be used for commercial activities; and*
- *at least one car parking space is provided for every 40 square metres of the gross floor area of the building that is to be used for the purpose of retail premises."*

Part 8.6 Clause (2) of LEP2014 also states that:

- *"car parking required to be provided by this Plan must be provided on site unless the consent authority is satisfied that the provision of car parking is adequately provided elsewhere."*

In summary, the LEP2014 sets minimum parking provision rates for new commercial and retail buildings in the CBD, which should be accommodated on-site or in nearby parking stations (subject to authority consent).

3.5.3 Gosford Development Control Plan 2013

The DCP2013 provides support for the guidelines and provisions outlined in the LEP2014.

Part 4.1 of the DCP2013 relates specifically to the study area. It provides detailed provisions which expand on the Gosford LEP2014 for development in the study area to:

- a) *contribute to the growth and character of Gosford; and*
- b) *Protect and enhance the public domain.*

In terms of land use and growth, the following key points are noted:

- Residential zones to accommodate an additional 10,000 residents over the next 25 years;
- Commercial core to be a destination for workers and visitors, and accommodate 6,000 new jobs; and
- Mixed Use zones at the city edge to complement commercial core and promote a walkable city.

Part 7.1 of the DCP2013 relates to car parking.

Part 7.1.1.2 states that the purpose of Part 7.1 is to:

“ensure that sufficient, well designed on-site parking provisions are made in all new developments and when changes occur to the existing use/development of premises. It provides details of Council’s requirements and guidelines for the planning and design of on-site car parking facilities which satisfy the demand resulting from the development of the site.”

Part 7.1.1.3 sets out the following objectives:

- a) *To facilitate traffic management and safe traffic movement;*
- b) *To establish an appropriate environmental quality for parking facilities associated with site development;*
- c) *To provide parking facilities which are convenient and sufficient for the use of service groups, employees, and visitors; and*
- d) *To ensure that a balance is achieved between the needs of the proposed development and its use, and that of vehicular and pedestrian traffic.*

Part 7.1.2.1 outlines the following general principles to determine parking requirements for new development:

- a) *The minimum standards as set out in this chapter;*
- b) *The likely demand for on-site parking to be generated by the development;*
- c) *The availability of public transport in the vicinity to service the likely demands to be generated by the development;*
- d) *Traffic volumes on the surrounding street network, including, where relevant, likely future traffic volumes;*
- e) *The probable mode of transport of the users of the development;*
- f) *The likely peak usage times of the development; and*
- g) *The provision of alternative private transport arrangements (e.g. courtesy buses to licensed premises at no charge to users).*

Table 7.1.3.2 provides car parking rates for various land uses.

- *Office Premises (commercial): 1 space per 30m² gross floor area in the B5 Enterprise Corridor at Erina, elsewhere 1 space per 40m² gross floor area; and*
- *Shops (retail): a) In the B3 Commercial Core or B4 Mixed Use Zone 1 space per 40m² gross floor area; and b) In any other situation 1 space per 30m² gross floor area.*

It is understood that the DCP2013 parking rates are superseded by the LEP2014 parking rates.

Table 7.1.4.2 refers to the Australian Standards AS2890.1 for parking spaces and driveway requirements.

In summary, the DCP2013 sets out guidelines to ensure new developments provide well designed on-site parking provisions that are likely to accommodate peak parking demands generated by the use. It also estimates an additional 10,000 residents and 6,000 new jobs within the study area over the next 25 years.

3.6 RECENTLY APPROVED CBD PARKING PROVISIONS

3.6.1 Overview

The following large-scale developments have been approved in the Gosford CBD in the past few years:

- Australian Taxation Office Building, which has recently been constructed; and
- NSW Government Finance Building, which is currently under construction.

This section provides a summary of relevant details for each site, including the approved parking provision.

3.6.2 Australian Taxation Office Building

On 4th August 2016, Council issued development consent (DA 49223/2016) for a proposed mixed use commercial and retail premises (ATO building) located at 99 Georgiana Terrace, Gosford CBD.

The 'Traffic and Parking Impact Assessment Report' prepared for the development application (Barker Ryan Stewart, March 2016) outlined the following key development statistics:

- **Size:** 7,827m² Gross Floor Area (GFA);
- **Employees:** 600 employees (sourced from an online media release);
- **Car Parking Spaces:** 92 spaces, including two (2) accessible spaces;
- **Motor Cycling Parking Spaces:** four (4) spaces;
- **Bicycle Parking Spaces:** 94 spaces, including eight (8) visitor spaces and associated facilities; and
- **On-Street Parking Spaces:** nett increase of 16 spaces.

In terms of on-site car parking requirements for the proposed development, the 'Traffic and Parking Impact Assessment Report' outlined the following comparisons to relevant planning instruments:

- **Gosford LEP 2014:** 1 space / 75m² GFA (minimum) = 105 spaces (minimum); and
- **Gosford Waterfront DCP 2014:** 1 space / 80m² GFA (maximum) = 98 spaces (maximum).

Further to the above, the 'Traffic and Parking Impact Assessment Report' noted that:

- there is a conflict between the two (2) planning instruments that cannot be met;
- the on-site parking provision of 92 spaces complies with the Gosford Waterfront DCP 2014;
- the total parking provision of 108 spaces (including 19 on-street) complies with the Gosford LEP 2014;
- most inner-city Council's through their DCP's look to restrict the maximum number of car parking spaces to be provided for development to minimise the use of private vehicles in their CBD's and to encourage the use of public transport, pedestrian and cycling access and facilities;
- the bicycle parking provision of 94 spaces is well in excess of the Gosford Waterfront DCP 2014;
- the site is located close to the Gosford Train Station and adjacent to a bus stop; and
- the site has access to on-street parking and nearby public car parking stations.

In summary, the ATO building was approved with the following parking provision rates:

- **GFA:** 1 space / 85m² GFA, approximately 10% less than the LEP2014 minimum requirements; and
- **Employee:** 1 space / 6.5 employees.

Based on the ABS Journey to Work data, the parking supply is highly likely to be insufficient to cater for employee parking demands, with the excess demand likely to consume all CBD long-stay parking capacity.

3.6.3 NSW Government Finance Building

On 24th February 2017, Council issued development consent (DA 49685/2016) for a proposed mixed use commercial development located at 32 Mann Street, Gosford CBD.

The 'Traffic Impact Assessment' prepared for the development application (Cardno, April 2016) outlined the following key development statistics:

- **Size:** 7,700m² GFA;
- **Employees:** 600 employees (assumed based on comparable GFA to the ATO building);
- **Car Parking Spaces:** 104 spaces including two (2) accessible spaces;
- **Motor Cycling Parking Spaces:** five (5); and
- **Bicycle Parking Spaces:** 50 spaces, including 11 visitor spaces and associated facilities.

In terms of on-site car parking, the 'Traffic Impact Assessment Report' outlined the following provisions which comply with the LEP2014:

- **Car Parking:** 1 space / 75m² GFA (minimum) = 104 spaces (minimum);
- **Accessible Car parking:** 1 space / 100 car parking spaces = 1 space;
- **Bicycle Parking:** 1 space / 200m² GFA (employees) + 1 space / 750m² GFA (visitors) = 39 spaces; and
- **Motorcycle Parking:** 1 space per 25 car parking spaces = 5 spaces.

Further to the above, the 'Traffic and Parking Impact Assessment Report' noted that:

- the existing Georgiana Terrace / Mann Street, Baker Street / Georgiana Terrace and Georgiana Terrace / Dane Drive intersection would operate in an acceptable manner in 2015, 2018 and 2028 (with and without development);
- the existing Central Coast Highway / Dane Drive intersection would operate in an unacceptable manner in the PM peak hour periods in 2015, 2018 and 2018 (with and without development); and
- the existing Central Coast Highway / Masons Parade intersection would operate in an unacceptable manner in the PM peak hour period of 2028 (with and without development).

In summary, the ATO building was approved with the following parking provision rates:

- **GFA:** 1 space / 74m² GFA, which is compliant with the LEP2014; and
- **Employee:** 1 space / 5.8 employees.

Based on the ABS Journey to Work data, the parking supply is highly likely to be insufficient to cater for employee parking demands, with the excess demand likely to consume all CBD long-stay parking capacity.

3.6.4 Summary of Recent Approvals

It appears that the commercial parking provision rate in the LEP2014 (1 space / 75m² GFA) is low, particularly when considering the number of employees anticipated at both the ATO Building (600 employees) and the NSW Government Finance Building (600 employees). It is highly likely that there will be a significant parking demand which will not be accommodated on-site. Under an opportunistic rate of 1.5 employees per vehicle, the potential overflow parking demand could be in the order of 600 bays.

3.7 PARKING PROVISION RATES BENCHMARKING

Table 3.5 provide a comparison of the commercial, retail, and residential parking provision rate outlined in the LEP2014 and DCP2013, with other comparative LGA's in NSW.

Table 3.5: Parking Provision Rates Benchmarking

LGA	Commercial Rate	Retail Rate	Residential Rate
Gosford LEP2014	1 space per 75m ² GFA	1 space per 40m ² GFA	-
Gosford LEP2007	1 space per 40m ² GFA	1 space per 30m ² GFA	-
Gosford Waterfront DCP2014	1 space per 80m ² GFA	1 space per 18m ² GFA	Resident (B 1): 1 space/dwelling Resident (B 2): 1.2 spaces/dwelling Resident (B 3+): 1.5 spaces/dwelling Visitor: 1 space per 800m ² GFA
Gosford DCP2013	1 space per 40m ² GFA	1 space per 40m ² GFA	Resident (B 1): 1 space/dwelling Resident (B 2): 1.2 spaces/dwelling Resident (B 3+): 1.5 spaces/dwelling Visitor: 0.2 spaces per dwelling
Newcastle	1 space per 50m ² GFA	1 space per 60m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.2 spaces per dwelling
Hawkesbury	1 space per 30m ² GFA	1 space per 30m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.2 spaces per dwelling
Lake Macquarie	1 space per 40m ² GFA	1 space per 25m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.25 spaces per dwelling
Cessnock	1 space per 30m ² GFA	1 space per 45m ² GFA	Resident: 1 car spaces per dwelling Visitor: N/A
The Hills	1 space per 25m ² GFA	1 space per 18.5m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.4 spaces per dwelling
Hornsby	1 space per 48m ² GFA	1 space per 29m ² GFA	Resident: 1 car spaces per dwelling Visitor: N/A
Northern Beaches	1 space per 40m ² GFA	1 space per 40m ² GFA	Resident: 1 car spaces per dwelling Visitor: 0.25 spaces per dwelling

Figure 3.1 graphically compares the commercial parking provision rates, in terms of spaces per 100m² GFA.

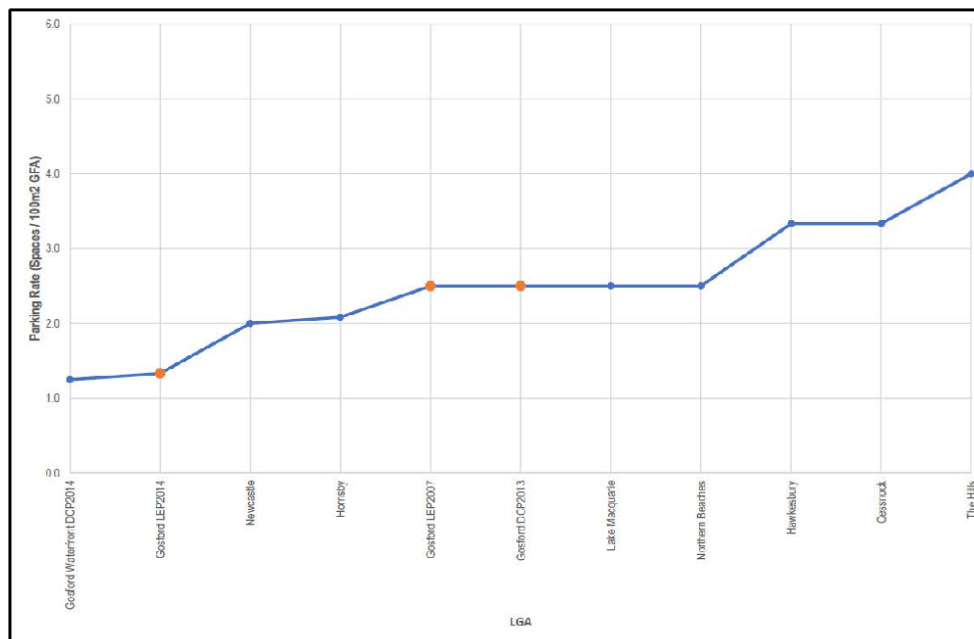


Figure 3.1: Parking Provision Rates Benchmarking: Commercial Uses

Figure 3.2 graphically compares the retail parking provision rates, in terms of spaces per 100m² GFA.

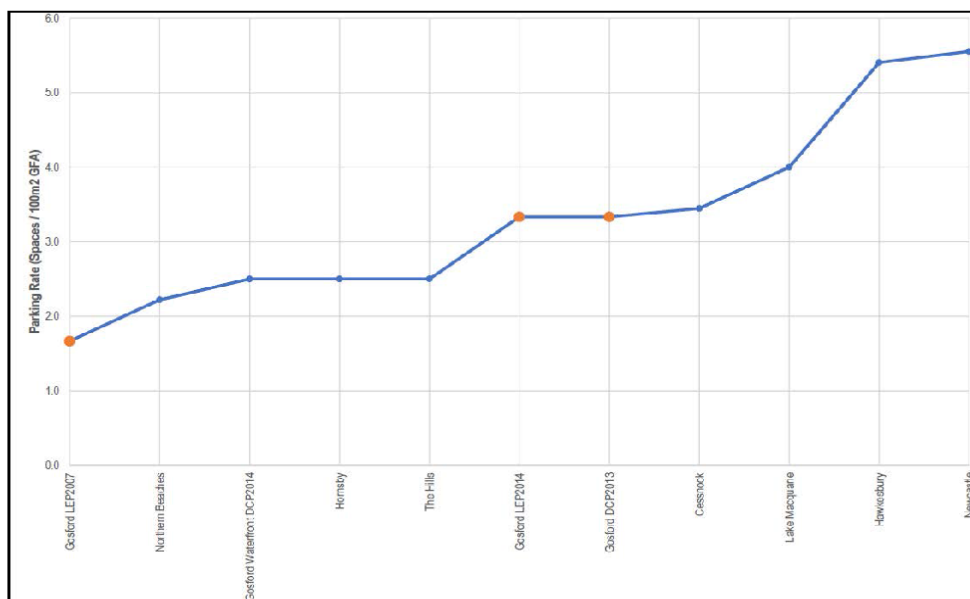


Figure 3.2: Parking Provision Rates Benchmarking: Retail Uses

Figure 3.3 graphically compares the residential parking provision rates by spaces per dwelling.

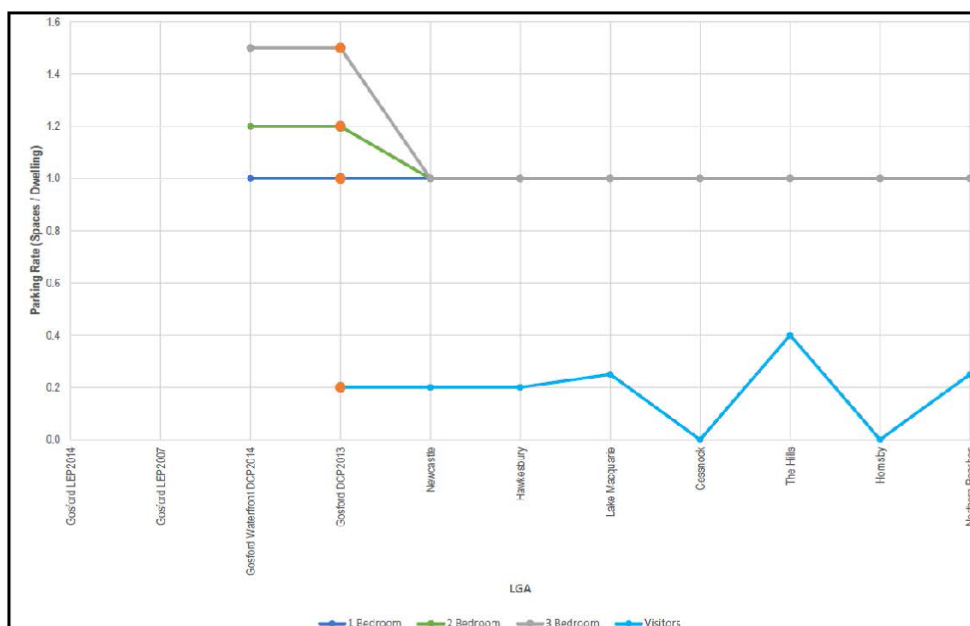


Figure 3.3: Parking Provision Rates Benchmarking: Residential Uses

Key points are noted below:

- **Commercial:** LEP2014 rate (1 space / 75m² GFA) is very low compared to the other LGA's. It is noted that the previous LEP2007 rate (1 space / 40m² GFA) is consistent with the average of the dataset;
- **Retail:** LEP2014 rate (1 space / 40m² GFA) is consistent with the average of the dataset; and
- **Residential:** LEP2014 rates for one (1) bedroom (1 space / dwelling) and visitor parking (0.2 spaces per dwelling) are consistent with the average of the dataset. Whereas the rates for two (2) bedroom (1.2 spaces / dwelling) and three (3) bedroom (1.5 spaces per dwelling) are higher.

The low commercial rate will result in an undersupply of new parking to accommodate new demands, which will place further strain on the finite parking capacity within the Gosford CBD.

4. PARKING DEMAND ANALYSIS

4.1 DATA OVERVIEW

Figure 4.1 illustrates the surveyed daily parking demand profile within the study area based on data captured on Wednesday 2nd May 2018 between 6:00am and 7:00pm. A copy of the data is included at Appendix A.

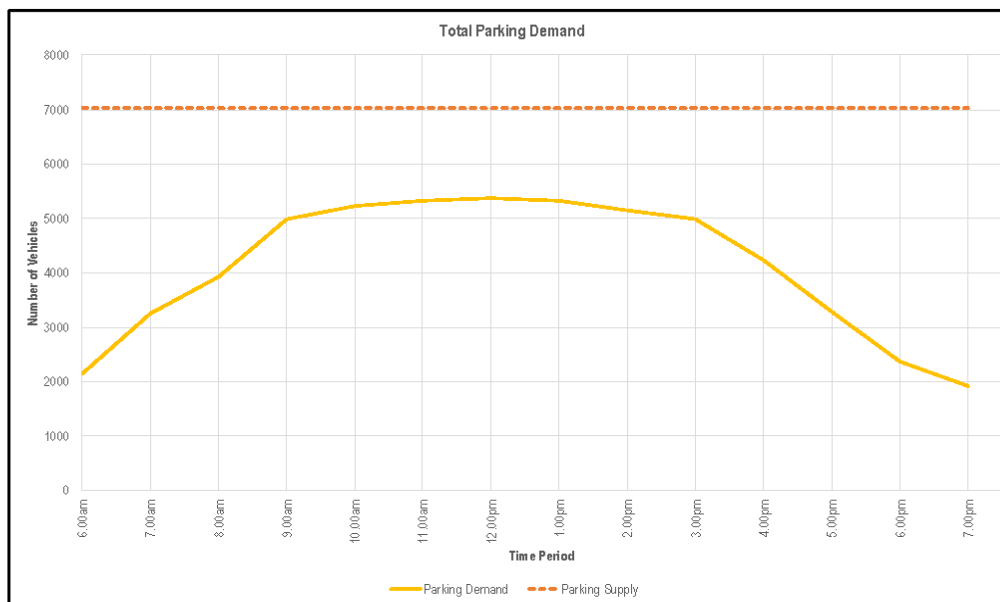


Figure 4.1: Daily Parking Demand Profile for Study Area

Key observations are noted below:

- **Total Supply:** there are approximately 7,000 parking spaces within the study area;
- **Peak Period:** there were over 5,000 parked vehicles each hour between 9:00am and 3:00pm; and
- **Absolute Peak:** occurred at 12:00pm with 5,368 parked vehicles or 77% occupancy.

Figure 4.2 illustrates the surveyed parking occupancy rates within the study area at 12:00pm, based on the following occupancy categories:

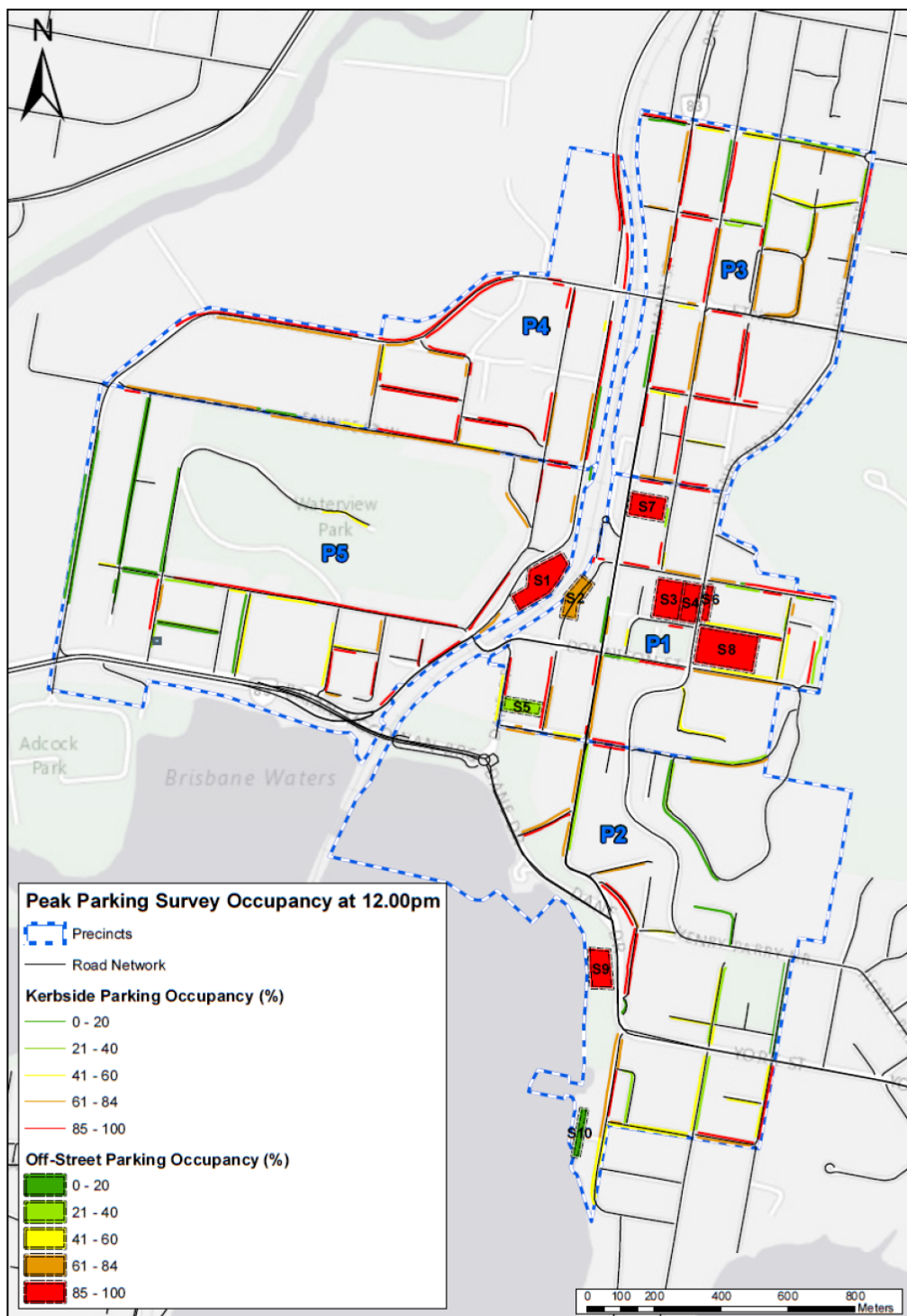
- 0% to 20% (Dark Green): negligible parking demands;
- 21% to 40% (Light Green): limited parking demands;
- 41% to 60% (Yellow): moderate parking demands;
- 61% to 84% (Orange): high parking demands, reaching practical capacity; and
- 85% to 100% (Red): significant parking demands, exceeding practical capacity.

It is noted that in large parking areas, 'practical occupancy' is usually realised at about 85% occupancy, accounting for the inefficiencies in circulating to find a vacant space in the direction of travel.

The surveyed parking occupancy rates for each hour of the day are included at **Appendix B**.

In presenting this data, the following definitions have been adopted:

- **Long-Stay Parking:** "Accessible", "4P", and "Unrestricted" (i.e. low turnover spaces); and
- **Short-Stay Parking:** "10min", "1/4P", "1/2P", "1P", and "2P" (i.e. high turnover spaces).

Figure 4.2: Peak Parking Occupancy on Wednesday 2nd May 2018 at 12:00pm

4.2 PRECINCT 1: CBD CENTRAL

4.2.1 Precinct 1: Kerbside Parking

Figure 4.3 illustrates the parking demand profile for short and long-stay kerbside parking within Precinct 1.

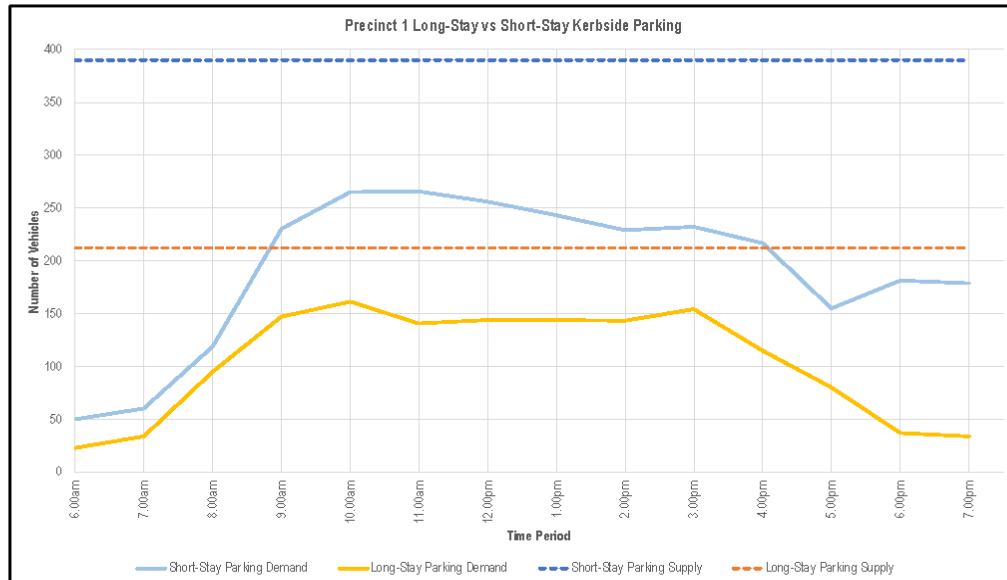


Figure 4.3: Precinct 1 Parking Demand Profile: Long-Stay vs. Short-Stay Parking

Table 4.1 provides a summary of the peak kerbside parking occupancy surveyed in Precinct 1.

Table 4.1: Precinct 1 Peak Occupancy: Kerbside Parking

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	212	390	602
Peak Demand (10:00am)	161	265	426
Peak % Occupied	76%	68%	71%
Spare Capacity at Peak	51	125	176

Key observations are noted below:

- **Total Supply:** 602 spaces, including 390 short-stay spaces (65%) and 212 long-stay spaces (35%);
- **Peak Occupancy (Total):** 426 vehicles (71% occupancy) at 10:00am;
- **Peak Occupancy (Short-Stay):** 265 vehicles (68% occupancy); and
- **Peak Occupancy (Long-Stay):** 161 vehicles (76% occupancy).

The results indicate that the kerbside parking within Precinct 1 is well utilised, although below the typically adopted 'practical capacity' threshold of 85%.

4.2.2 Precinct 1: Station #2 – Baker Street Car Park

Figure 4.4 illustrates the parking demand profile for short and long-stay within Station #2.

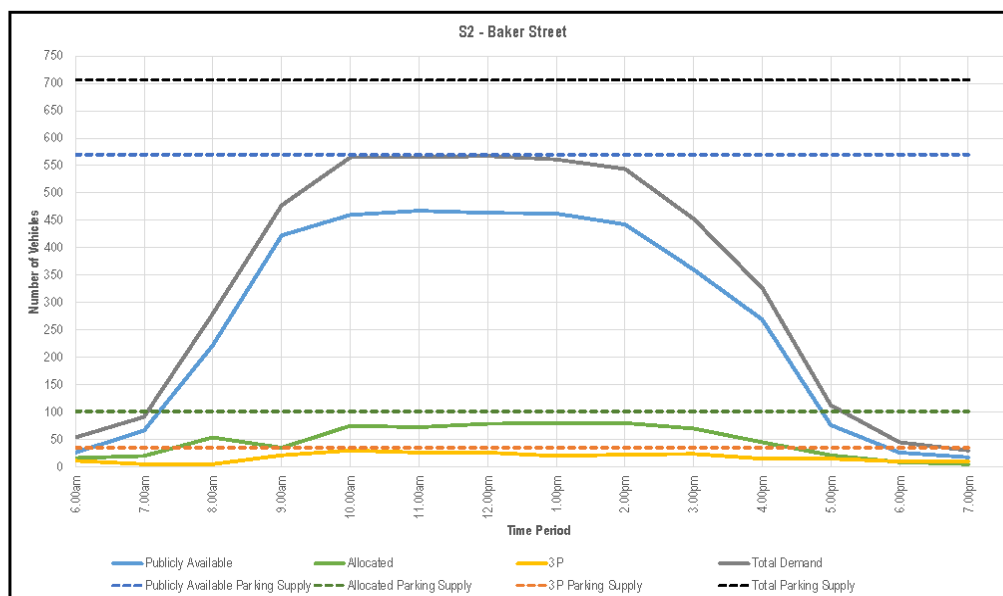


Figure 4.4: Precinct 1 Parking Demand and Profile: Station #2 – Baker Street

Table 4.2 provides a summary of the peak parking occupancy surveyed within Station #2.

Table 4.2: Precinct 1 Peak Occupancy: Station #2 – Baker Street

Scenario	Long-Stay Parking (Spaces)		Short-Stay Parking (Spaces)	Total (Spaces)
	Publicly Available	Allocated	3P	
Total Supply	570	101	35	706
Peak Demand (12:00pm)	464	78	26	568
Peak % Occupied	81%	77%	100%	80%
Spare Capacity at Peak	106	23	9	138

Key observations are noted below:

- **Total Supply:** 706 spaces, including 35 short-stay spaces (5%), 570 publicly available long-stay parking spaces (81%), and 101 allocated long-stay parking spaces (14%);
- **Peak Occupancy (Total):** 568 vehicles (80% occupancy) at 12:00pm;
- **Peak Occupancy (Short-Stay):** 26 vehicles (74% occupancy);
- **Peak Occupancy (Allocated Long-Stay):** 78 vehicles (77% occupancy); and
- **Peak Occupancy (Publicly Available Long-Stay):** 464 vehicles (81% occupancy).

The results indicate that Station #2 is well utilised, with a constant demand all day. However, it appears that there is spare long-stay parking capacity in both the allocated (23 spaces) and publicly available (106 spaces) supply, that could be better utilised. This is discussed further in Section 6 of this report.

4.2.3 Precinct 1: Station #3 – Imperial Shopping Centre

Figure 4.5 illustrates the parking demand profile within Station #3.

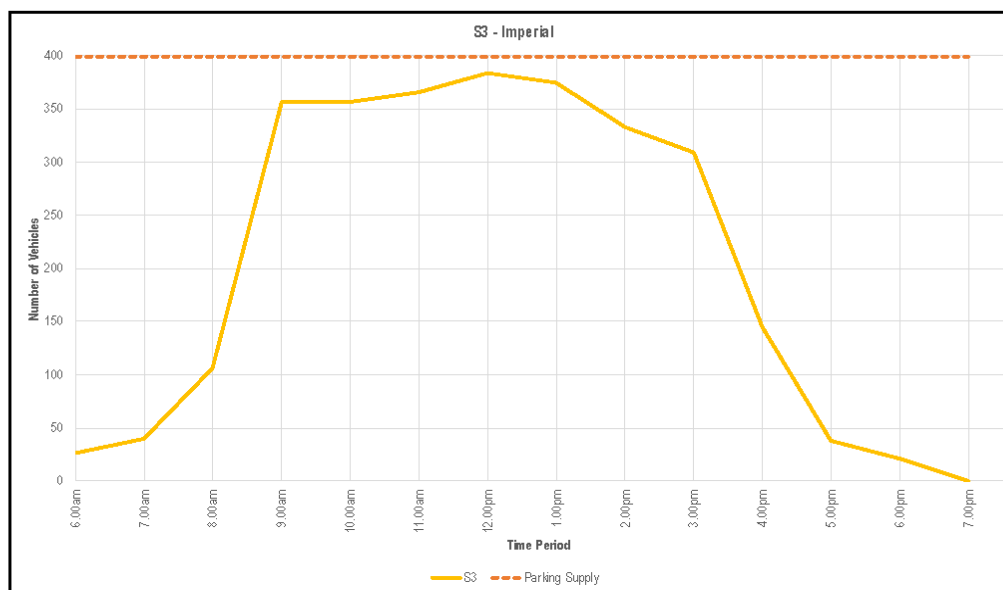


Figure 4.5: Precinct 1 Parking Demand Profile: Station #3 – Imperial Car Park

Table 4.3 provides a summary of the peak parking occupancy surveyed within Station #3.

Table 4.3: Precinct 1 Peak Occupancy: Station #3 – Imperial Car Park:

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	399	-	399
Peak Demand (12:00pm)	384	-	384
Peak % Occupied	96%	-	96%
Spare Capacity at Peak	15	-	15

Key observations are noted below:

- **Total Supply:** 399 spaces, all long-stay paid parking; and
- **Peak Occupancy:** 384 vehicles (96% occupancy) at 12:00pm.

The results indicate that Station #3 is well utilised, with a constant demand all day. Furthermore, it appears that Station #3 is over 85% occupied between 9:00am and 1:00pm, and over 75% between 1:00pm and 3:00pm. Whilst this is a private paid parking station for customers at the Imperial Shopping Centre, the constantly high parking demand throughout the middle of the day is inconsistent with typical retail trading profiles, which suggests that it is being utilised for all day parking, despite the maximum daily rate of \$16.50.

Whilst ultimately a matter for the operator of Station #3 to consider, it may be worth increasing the maximum daily rate to discourage all-day parking and increase the available short-stay parking for bona-fide patrons at the Imperial Shopping Centre. This may also increase the availability of nearby short-stay kerbside parking.

4.2.4 Precinct 1: Station #4 – Woolworths Shopping Centre

Figure 4.6 illustrates the parking demand profile within Station #4.

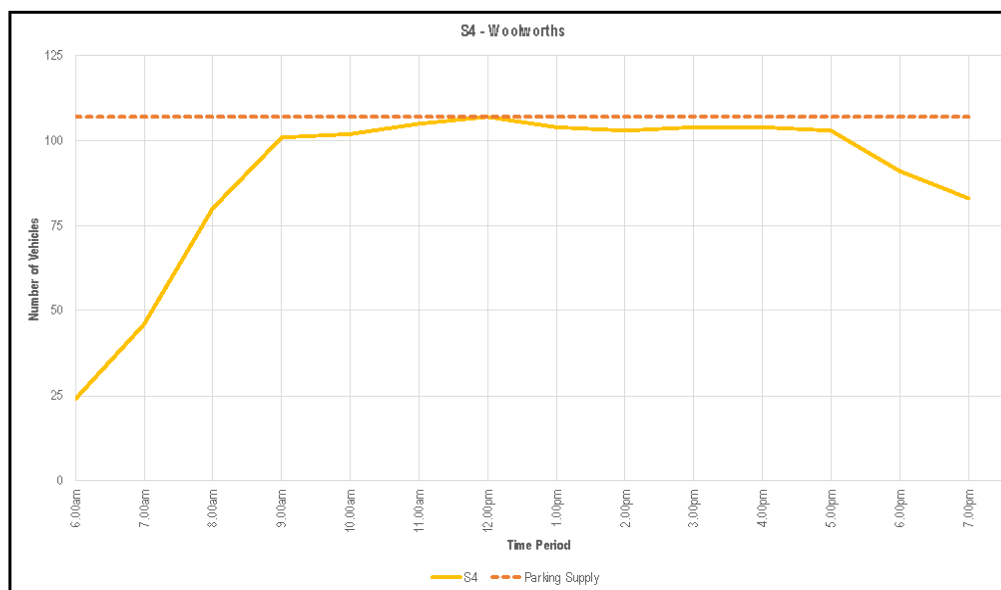


Figure 4.6: Precinct 1 Parking Demand Profile: Station #4 – Woolworths Car Park

Table 4.4 provides a summary of the peak parking occupancy surveyed in Station #4.

Table 4.4: Precinct 1 Peak Occupancy: Station #4 – Woolworths Car Park

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	107	-	107
Peak Demand (12:00pm)	107	-	107
Peak % Occupied	100%	-	100%
Spare Capacity at Peak	0	-	0

Key observations are noted below:

- **Total Supply:** 107 spaces, all long-stay paid parking; and
- **Peak Occupancy:** 107 vehicles (100% occupancy) at 10:00am.

The results indicate that Station #4 is well utilised, with a constant demand all day. Furthermore, it appears that Station #4 is over 90% occupied between 9:00am and 1:00pm. Whilst this is a private paid parking station for customers at Woolworths, the constantly high parking demand throughout the middle of the day is inconsistent with typical retail trading profiles, which suggests that it is being utilised for all day parking, despite the maximum daily rate of \$16.50.

Whilst ultimately a matter for the operator of Station #4 to consider, it may be worth increasing the maximum daily rate to discourage all-day parking and increase the available short-stay parking for bona-fide patrons at Woolworths. This may also increase the availability of nearby stay-term kerbside parking.

4.2.5 Precinct 1: Station #5 – Central Coast Leagues Club

Figure 4.7 illustrates the parking demand profile within Station #5.

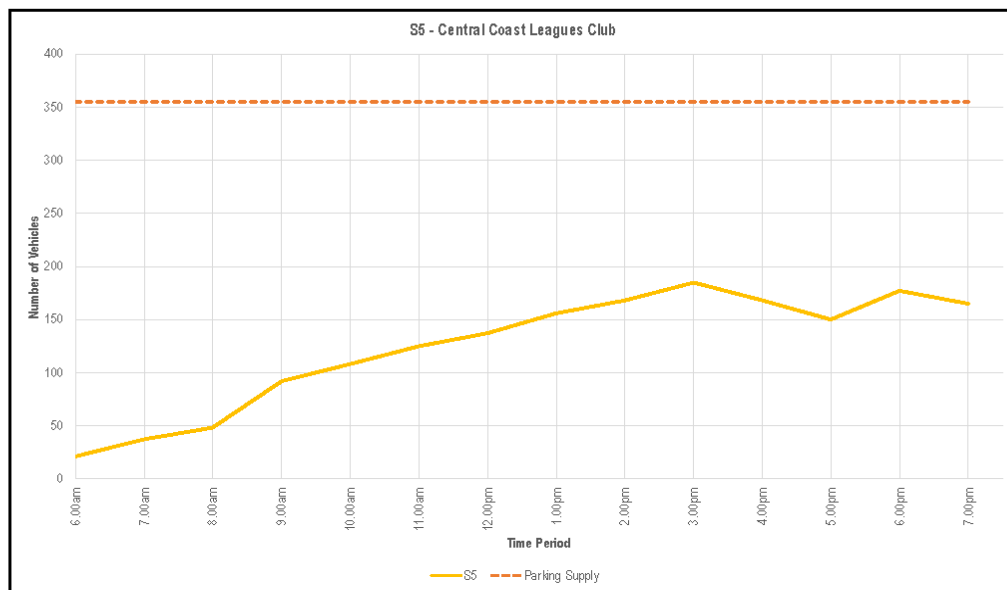


Figure 4.7: Precinct 1 Parking Demand Profile: Station #5 – Central Coast Leagues Club

Table 4.5 provides a summary of the peak parking occupancy surveyed in Station #5.

Table 4.5: Precinct 1 Peak Occupancy: Station #5 – Central Coast Leagues Club

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	355	-	355
Peak Demand (3:00pm)	185	-	185
Peak % Occupied	52%		52%
Spare Capacity at Peak	170	-	170

Key observations are noted below:

- **Total Supply:** 355 spaces, all long-stay parking; and
- **Peak Occupancy:** 107 vehicles (52% occupancy) at 3:00pm.

The results indicate that Station #5 is underutilised, which is to be expected as it is supervised by security guards to prevent all day commuter parking.

Whilst ultimately a matter for the operator of Station #5, it may be worth allowing public access to the top two (2) levels of the parking station (i.e. Level 3 and 4) for all day parking. The occupancy survey data suggests that these levels are not utilised by patrons at the Central Coast Leagues Club during weekdays (i.e. peak demand of 21 vehicles vs. a supply of 116 spaces). The operator could charge for parking at a rate comparable to Station #2 (\$8.00 early bird) and Station #3 and #4 (\$16.50 all day) and utilise the security guards already on-site to manage the process. This is discussed further in Section 6 of this report.

4.2.6 Precinct 1: Station #6 – Park Plaza Shopping Mall

Figure 4.8 illustrates the parking demand profile within Station #6.

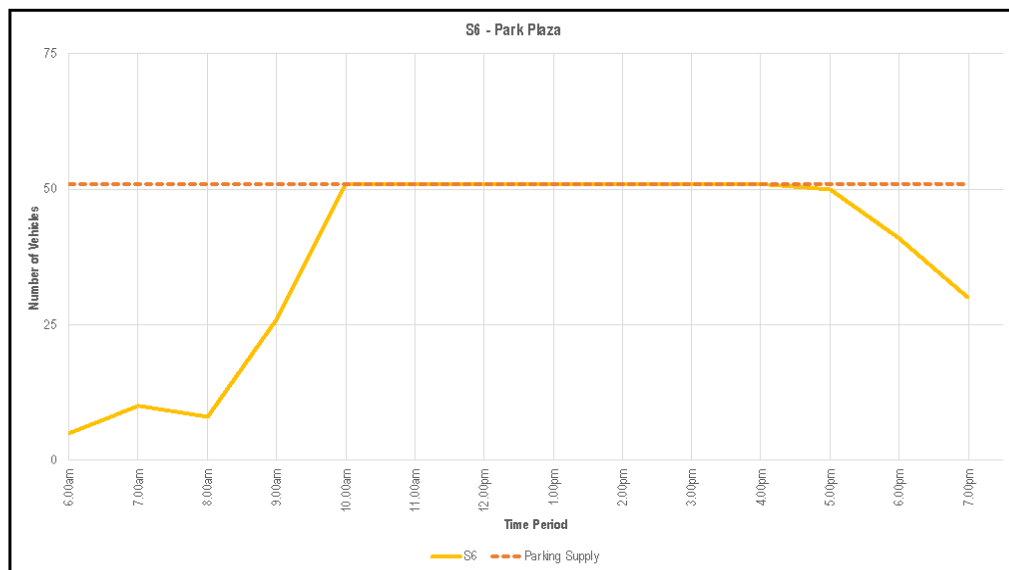


Figure 4.8: Precinct 1 Parking Demand Profile: Station #6 – Park Plaza

Table 4.8 provides a summary of the peak parking occupancy surveyed in Station #6.

Table 4.6: Precinct 1 Peak Occupancy: Station #6 – Park Plaza

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	-	51	51
Peak Demand (all day)	-	51	51
Peak % Occupied	-	100%	100%
Spare Capacity at Peak	-	0	0

Key observations are noted below:

- **Total Supply:** 51 spaces, all short-stay parking; and
- **Peak Occupancy:** 51 vehicles (100% occupancy) between 10:00am and 4:00pm.

It is important to note that Station #6 it is a small retail car park for private use only.

4.2.7 Precinct 1: Station #7 – Gateway Centre Gosford

Figure 4.9 illustrates the parking demand profile within Station #7.

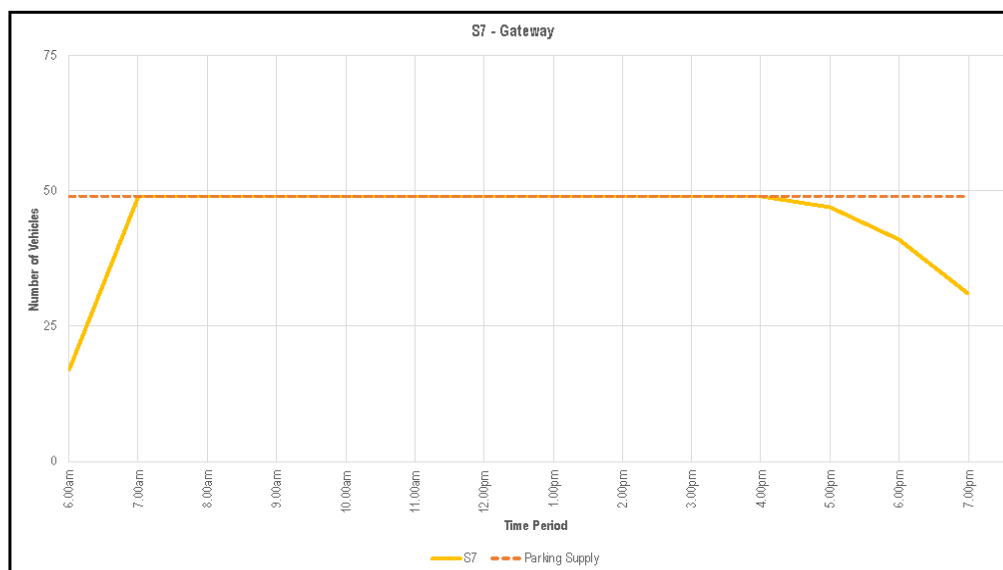


Figure 4.9: Precinct 1 Parking Demand Profile: Station #7 – Gateway

Table 4.7 provides a summary of the peak parking occupancy surveyed in Station #7.

Table 4.7: Precinct 1 Peak Occupancy: Station #7 – Gateway

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	49	-	49
Peak Demand (all day)	49	-	49
Peak % Occupied	100%	-	100%
Spare Capacity at Peak	0	-	0

Key observations are noted below:

- **Total Supply:** 49 spaces, all long-stay paid parking; and
- **Peak Occupancy:** 49 vehicles (100% occupancy) from 7:00am to 4:00pm.

The results indicate that Station #7 is well utilised, with a constant demand all day. Furthermore, it appears that Station #7 is 100% occupied between 7:00am and 4:00pm. Whilst this is a private paid parking station for customers at the Gateway Shopping Centre, the constantly high parking demand throughout the middle of the day is inconsistent with typical retail trading profiles, which suggests that it is being utilised for all day parking by CBD workers, despite the high parking rates (i.e. \$10 for the first hour, then \$2 per hour thereafter).

Whilst ultimately a matter for the operator of Station #7 to consider, it may be worth increasing the maximum daily rate to discourage all-day parking and increase the available short-stay parking for bona-fide patrons at the Gateway Shopping Centre. This may also increase the availability of nearby short-stay kerbside parking.

4.2.8 Precinct 1: Station #8 – Kibbleplex Shopping Centre

Figure 4.10 illustrates the parking demand profile within Station #8.

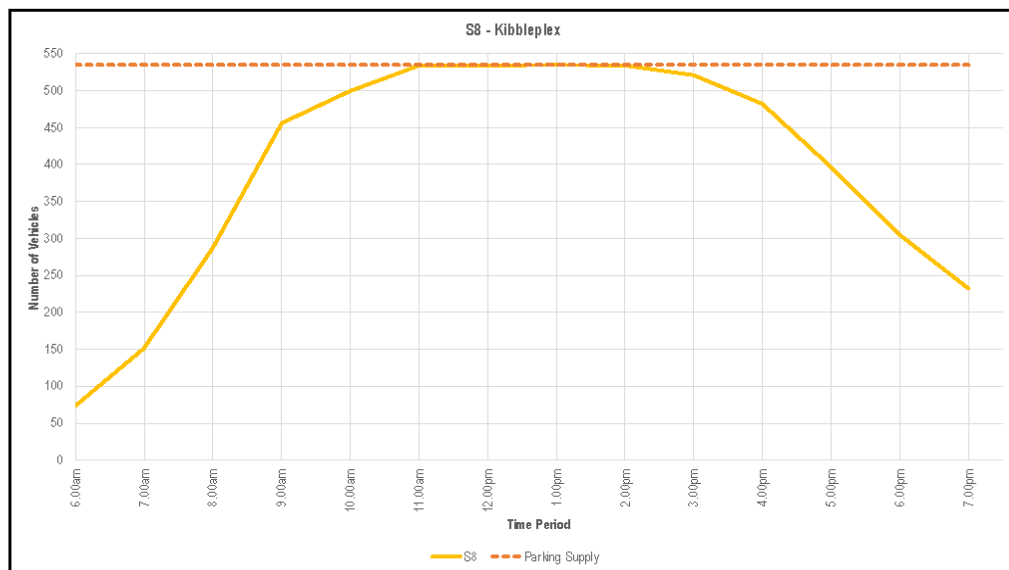


Figure 4.10: Precinct 1 Parking Demand Profile: Station #8 – Kibbleplex

Table 4.8 provides a summary of the peak parking occupancy surveyed in Station #8.

Table 4.8: Precinct 1 Peak Occupancy: Station #8 – Kibbleplex

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	535	-	535
Peak Demand (11:00am)	535	-	535
% Occupied	100%	-	100%
Spare Capacity at Peak	0	-	0

Key observations are noted below:

- **Total Supply:** 535 spaces, all free long-stay parking; and
- **Peak Occupancy:** 535 vehicles (100% occupancy).

The results indicate that Station #8 is very well utilised, with a constant demand all day. Furthermore, it appears that Station #8 is 100% occupied between 11:00am and 2:00pm.

4.3 PRECINCT 2: CBD SOUTH

4.3.1 Precinct 2: Kerbside Parking

Figure 4.11 illustrates the surveyed parking demand profile for short and long-stay parking within Precinct 2.

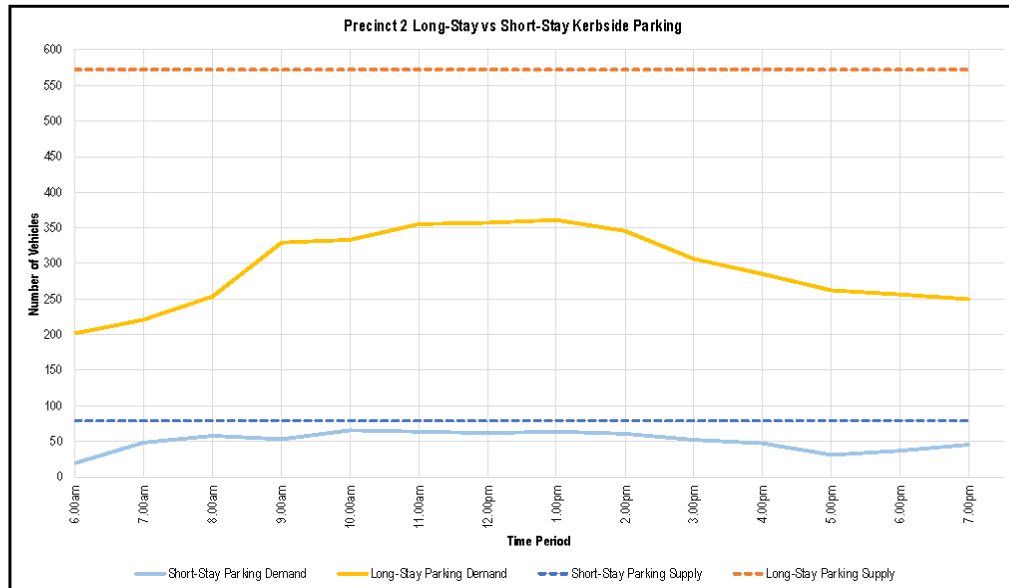


Figure 4.11: Precinct 2 Parking Demand Profile: Long-Stay vs. Short-Stay Parking

Table 4.9 provides a summary of the peak kerbside parking occupancy surveyed in Precinct 2.

Table 4.9: Precinct 2 Peak Occupancy: Kerbside Parking

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	572	79	651
Peak Demand (1:00pm)	361	64	425
Peak % Occupied	63%	81%	65%
Spare Capacity at Peak	211	15	226

Key observations are noted below:

- **Total Supply:** 651 spaces, including 79 short-stay spaces (12%) and 572 long-stay spaces (88%);
- **Peak Occupancy:** 425 vehicles (65% occupancy) at 1:00pm;
- **Short-Stay Parking:** 64 vehicles (81% occupancy); and
- **Long-Stay Parking:** 361 vehicles (63% occupancy).

The results indicate that the kerbside parking within Precinct 2 is reasonably well utilised, although below the typically adopted 'practical capacity' threshold of 85%. It is also noted that the spare kerbside parking capacity within Precinct 2 is generally located on the fringe of the study area within the residential areas.

4.3.2 Precinct 2: Station #9 – AquaSplash Car Park

Figure 4.14 illustrates the parking demand profile within Station #9.

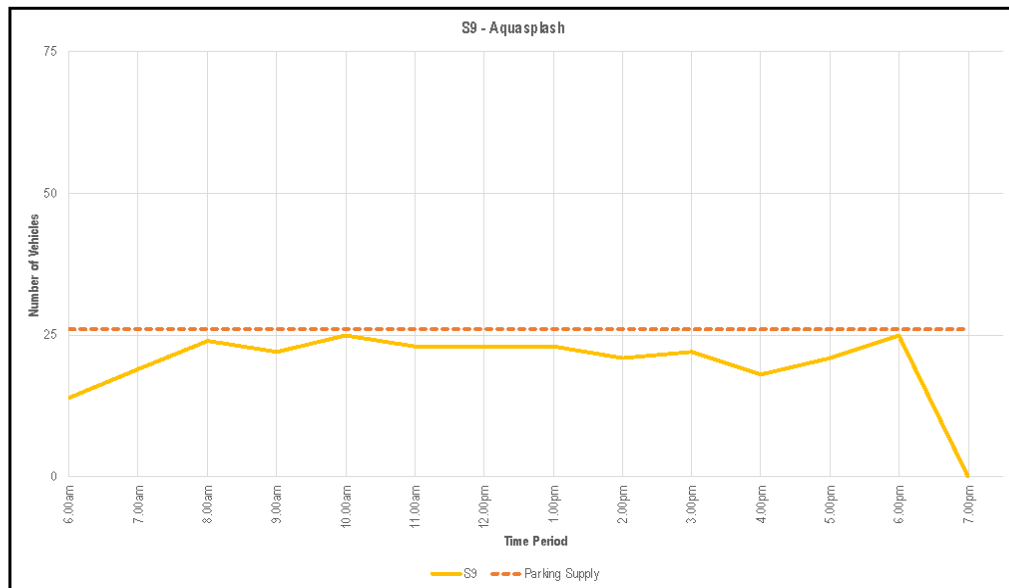


Figure 4.12: Precinct 2 Parking Demand Profile: Station #9 – Aquasplash

Table 4.10 provides a summary of the peak parking occupancy surveyed within Station #9.

Table 4.10: Precinct 2 Peak Occupancy: Station #9 – Aquasplash

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	-	26	26
Peak Demand (10:00am)	-	25	25
Peak % Occupied	-	96%	96%
Spare Capacity at Peak	-	1	1

Key observations are noted below:

- **Total Supply:** 26 spaces, all short-stay parking; and
- **Peak Occupancy:** 25 vehicles (96% occupancy) at 10:00am & 6:00pm.

It is important to note that Station #9 it is a small remote car park for private use only.

4.3.3 Precinct 2: Station #10 – Yacht Sailing Club Car Park

Figure 4.13 illustrates the parking demand profile within Station #10.

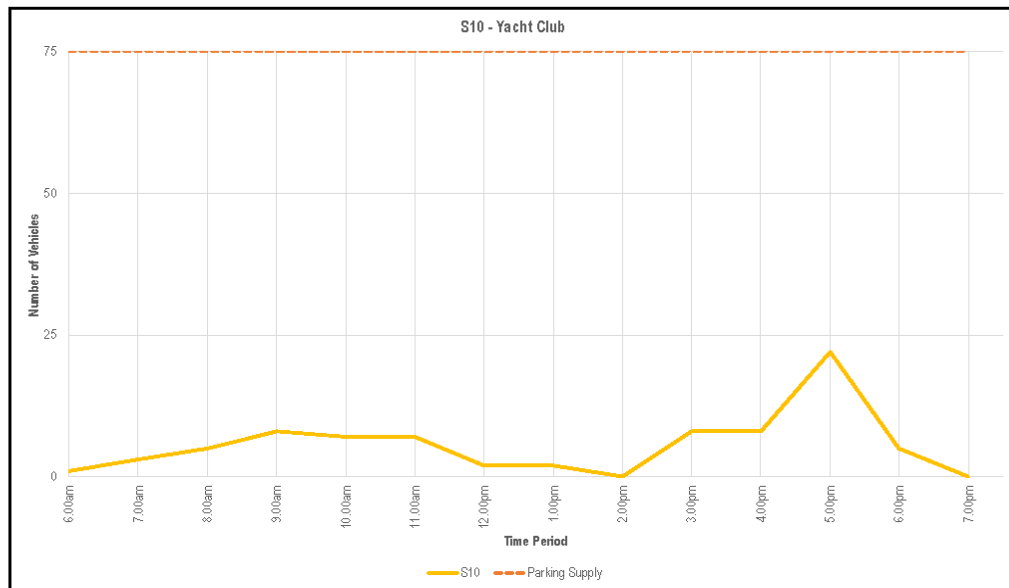


Figure 4.13: Precinct 2 Parking Demand Profile: Station #10 – Yacht Club

Table 4.11 provides a summary of the peak parking occupancy surveyed within Station #10.

Table 4.11: Precinct 2 Peak Occupancy: Station #10 – Yacht Club

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	75	-	75
Peak Demand (5:00pm)	22	-	22
Peak % Occupied	29%	-	29%
Spare Capacity at Peak	53	-	53

Key observations are noted below:

- **Total Supply:** 75 spaces, all long-stay parking; and
- **Peak Occupancy:** 22 vehicles (29% occupancy) at 5:00pm.

It is important to note that Station #10 it is a small remote car park for private use only.

4.4 PRECINCT 3: CBD NORTH

4.4.1 Precinct 3: Kerbside Parking

Figure 4.14 illustrates the surveyed parking demand profile for short and long-stay parking within Precinct 3.

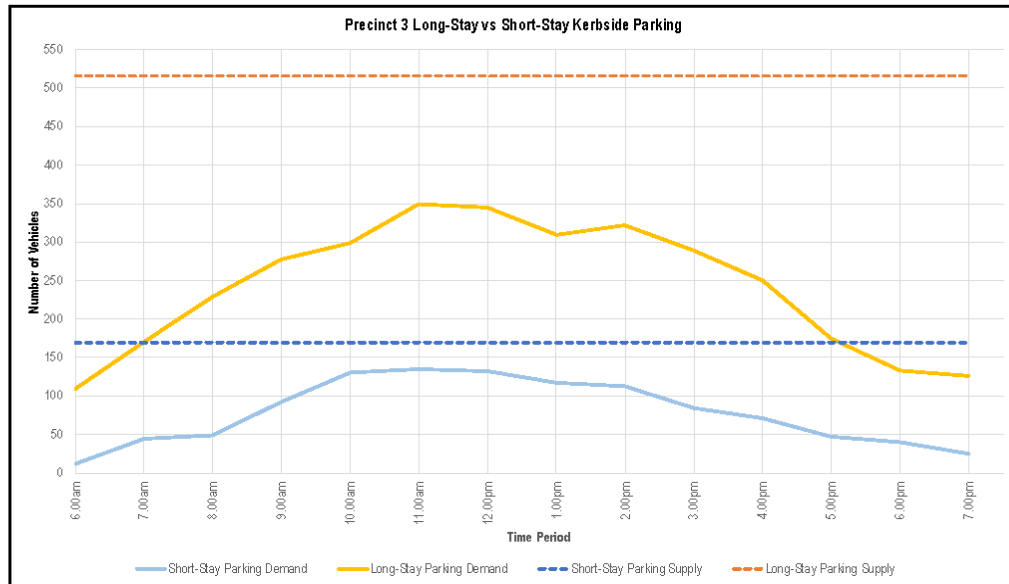


Figure 4.14: Precinct 3 Parking Demand Profile: Long-Stay vs. Short-Stay Parking

Table 4.12 provides a summary of the peak kerbside parking occupancy surveyed in Precinct 3.

Table 4.12: Precinct 3 Peak Occupancy: Kerbside Parking

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	516	169	685
Peak Demand (11:00am)	349	135	484
Peak % Occupied	68%	80%	71%
Spare Capacity at Peak	167	31	201

Key observations are noted below:

- **Total Supply:** 685 spaces, including 169 short-stay spaces (25%) and 516 long-stay spaces (75%);
- **Peak Occupancy:** 484 vehicles (71% occupancy) at 11:00am;
- **Short-Stay Parking:** 135 vehicles (80% occupancy), with a relatively constant demand; and
- **Long-Stay Parking:** 349 vehicles (68% occupancy), with a relatively constant demand.

The results indicate that the kerbside parking within Precinct 3 is reasonably well utilised, although below the typically adopted 'practical capacity' threshold of 85%. It is also noted that the spare kerbside parking capacity within Precinct 3 is generally located on the fringe of the study area within the residential areas.

4.4.2 Precinct 3: Off-Street Parking

Nil.

4.5 PRECINCT 4: HEALTH & EDUCATION

4.5.1 Precinct 4: Kerbside Parking

Figure 4.15 illustrates the surveyed parking demand profile for short and long-stay parking within Precinct 4.

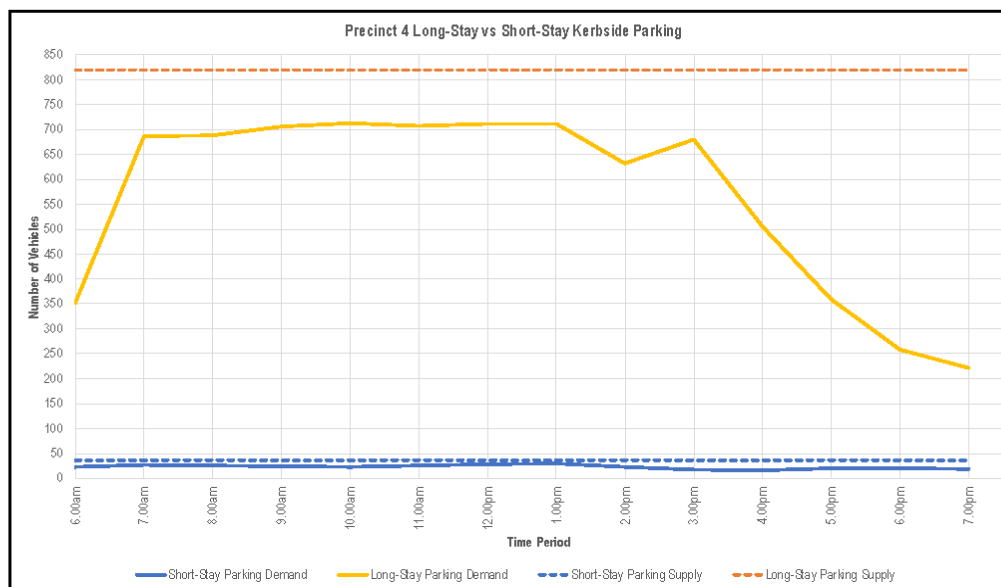


Figure 4.15: Precinct 4 Parking Demand Profile: Long-Stay vs. Short-Stay Parking

Table 4.13 provides a summary of the peak kerbside parking occupancy surveyed in Precinct 4.

Table 4.13: Precinct 4 Peak Occupancy: Kerbside Parking

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	820	36	856
Peak Demand (10:00am)	713	23	736
Peak % Occupied	87%	64%	86%
Spare Capacity at Peak	107	13	120

Key observations are noted below:

- **Total Supply:** 856 spaces, including 36 short-stay spaces (4%) and 820 long-stay spaces (96%);
- **Peak Occupancy:** 736 vehicles (86% occupancy) at 10:00am;
- **Short-Stay Parking:** 23 vehicles (64% occupancy), with a relatively constant demand; and
- **Long-Stay Parking:** 713 vehicles (87% occupancy), with a relatively constant demand.

The results indicate that the kerbside parking within Precinct 4 is highly utilised, with demands at 'practical capacity' (i.e. > 85%) from 7:00am to 1:00pm, with another peak at 3:00pm (presumably associated with the school pick up period). It is noted that the only 'spare kerbside parking capacity' within Precinct 4 is on the western end of Faunce Street West, away from the key parking generators (i.e. hospital and schools). Nevertheless, there is an opportunity to convert long-stay kerbside parking in proximity to the key parking generators into short-stay parking, to maximum utilisation. This is further discussed in Section 6 of this report.

4.5.2 Precinct 4: Off-Street Parking

Nil.

4.6 PRECINCT 5: STATION & SURROUNDS

4.6.1 Precinct 5: Kerbside Parking

Figure 4.16 illustrates the surveyed parking demand profile for short and long-stay parking within Precinct 5.

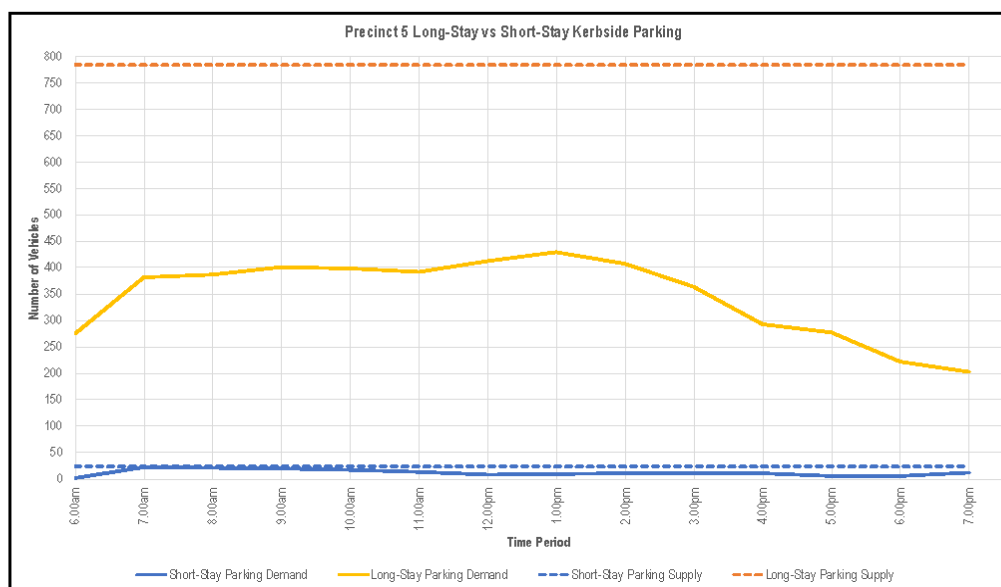


Figure 4.16: Precinct 5 Parking Demand Profile: Long-Stay vs. Short-Stay Parking

Table 4.14 provides a summary of the peak kerbside parking occupancy surveyed in Precinct 5.

Table 4.14: Precinct 5 Peak Occupancy: Kerbside Parking

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	784	24	808
Peak Demand (1:00pm)	429	9	438
Peak % Occupied	55%	38%	54%
Spare Capacity at Peak	355	15	370

Key observations are noted below:

- **Total Supply:** 808 spaces, including 24 short-stay spaces (3%) and 784 long-stay spaces (97%);
- **Peak Occupancy:** 438 vehicles (54% occupancy) at 1:00pm;
- **Short-Stay Parking:** 9 vehicles (38% occupancy), with a relatively constant demand; and
- **Long-Stay Parking:** 429 vehicles (55% occupancy), with a relatively constant demand.

The results indicate that the kerbside parking within Precinct 5 is underutilised, and well below the typically adopted 'practical capacity' threshold of 85%. That said, it is noted that the 'spare kerbside parking capacity' is located towards the south-west extent of Precinct 5, away from the key parking generators (i.e. Gosford Train Station etc.). Given the distance between the available kerbside parking and the key parking generators, it is unlikely that modifying the parking allocation would increase parking utilisation.

4.6.2 Precinct 5: Station #1 – Gosford Train Station Car Park

Figure 4.17 illustrates the parking demand profile within Station #1.

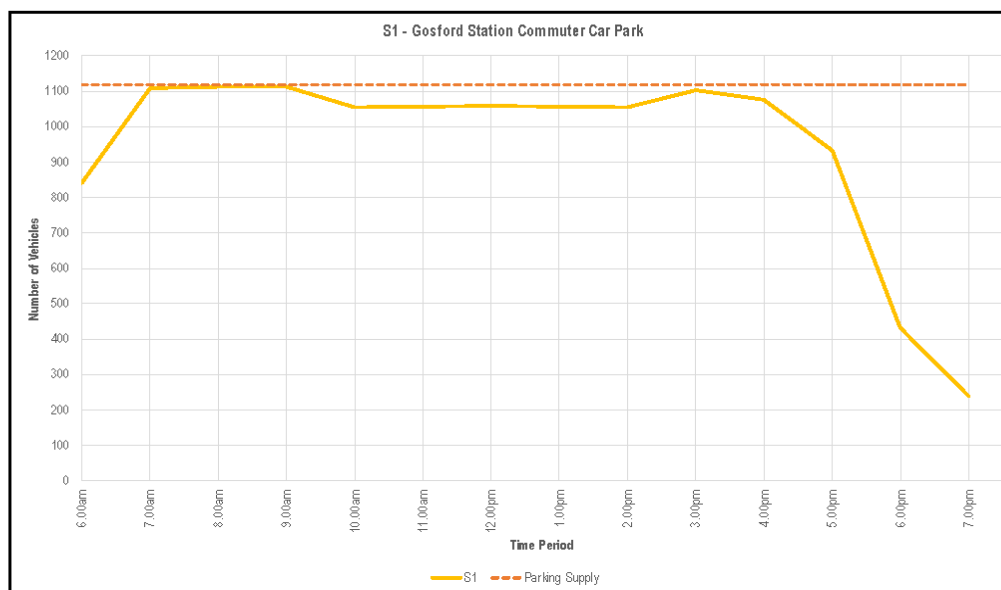


Figure 4.17: Precinct 5 Parking Demand Profile: Station #1 – Train Station Commuter Car Park

Table 4.15 provides a summary of the peak parking occupancy surveyed within Station #1.

Table 4.15: Precinct 5 Peak Occupancy: Station #1 – Train Station Commuter Car Park

Scenario	Long-Stay Parking (Spaces)	Short-Stay Parking (Spaces)	Total (Spaces)
Total Supply	1,119	-	1,119
Peak Demand (9:00am)	1,113	-	1,113
Peak % Occupied	99%	-	99%
Spare Capacity at Peak	6	-	6

Key observations are noted below:

- **Total Supply:** 1119 spaces, all long-term parking; and
- **Peak Occupancy:** 1113 vehicles (99% occupancy) at 9:00am.

The results indicate that Station #1 is very well utilised, with a constant demand all day. Furthermore, it appears that Station #1 is over 90% occupied between 7:00am and 4:00pm.

4.7 SUMMARY OF SURVEY RESULTS

4.7.1 Kerbside Parking

Table 4.16 provides a summary of the peak kerbside occupancy at 12.00pm on 2nd May 2018.

Table 4.16: Summary of Parking Demands at Peak (12:00pm): Kerbside Parking

Precinct	Long-Stay Parking			Short-Stay Parking					Total
	Unrestricted	4P	PWD	2P	1P	1/2P	1/4P	10min P	
Supply (Spaces)									
1	153	51	8	132	213	14	15	16	602
2	504	67	1	18	59	-	2	-	651
3	516	-	-	75	89	-	-	5	685
4	775	39	6	-	-	-	-	36	856
5	784	-	-	-	-	-	-	24	808
TOTAL	2,732	157	15	225	361	14	17	81	3,602
	2,904			698					
Demand (Vehicles)									
1	107	30	7	98	136	3	12	7	400
2	306	50	1	14	46	-	2	-	419
3	345	-	-	55	72	-	-	5	477
4	676	33	2	-	-	-	-	28	739
5	412	-	-	-	-	-	-	8	420
TOTAL	1,846	113	10	167	254	3	14	48	2,455
	1,969			486					
Occupancy (%)									
1	70%	59%	88%	74%	64%	21%	80%	44%	66%
2	61%	75%	100%	78%	78%	-	100%	-	64%
3	67%	-	-	73%	81%	-	-	100%	70%
4	87%	85%	33%	-	-	-	-	78%	86%
5	53%	-	-	-	-	-	-	33%	52%
TOTAL	68%	72%	67%	74%	70%	21%	82%	59%	68%
	68%			70%					

Key points to note:

- Precinct 1 (P1): was 66% occupied which is below the practical capacity of kerbside parking;
- Precinct 2 (P2): was 64% occupied which is below the practical capacity of kerbside parking;
- Precinct 3 (P3): was 70% occupied which is below the practical capacity of kerbside parking;
- Precinct 4 (P4): was 86% occupied which is over the practical capacity of kerbside parking; and
- Precinct 5 (P5): was 52% occupied which is below the practical capacity of kerbside parking.

The results indicate the existing kerbside parking in all precincts is underutilised, except Precinct 4. However, most of the spare kerbside parking capacity is on the fringe of the study area within residential areas and away from key parking generators.

4.7.2 Off-Street Parking

Table 4.17 provides a summary of the peak off-street parking occupancy at 12.00pm on 2nd May 2018.

Table 4.17: Summary of Parking Demands at Peak (12:00pm): Off-Street Parking

ID	Name	Precinct	Parking Supply (Spaces)	Peak Demand (Vehicles)	Peak % Occupied	Spare Capacity (Spaces)	Spare Publicly Available Capacity (Spaces)
1	Gosford Station Car Park	5	1,119	1,058	95%	61	61
2	Baker Street Car Park	1	706	568	80%	138	112
3	Imperial Shopping Centre	1	399	384	96%	15	-
4	Woolworths Shopping Centre	1	107	107	100%	0	-
5	Central Coast Leagues Club	1	355	137	39%	218	-
6	Park Plaza Shopping Mall	1	51	51	100%	0	-
7	Gateway Centre Gosford	1	49	49	100%	0	-
8	Kibbleplex Shopping Centre	1	535	534	100%	1	1
9	AquaSplash Car Park	2	26	23	88%	3	-
10	Yacht Sailing Club Car Park	2	75	2	3%	73	-
TOTAL			3,422	2,913	85%	509	173

Key points to note:

- six (6) parking stations were observed to be at or close to 100% occupied including 1, 3, 4, 6, 7 and 8:
- Station 2 (Baker Street) was 80% occupied with 138 spare spaces of which 108 are publicly available long stay spaces. Given this is a public station, the spare capacity here could be better utilised;
- Station 5 (Leagues Club) was 39% occupied with 218 spare parking spaces (at 12pm). Whilst ultimately a matter for the operator to consider, there appears to be an opportunity to utilise the top two (2) levels of the car park for paid all-day parking; and
- Station 9 (AquaSplash) and 10 (Yacht Club) are small remote car parks for private use only and as such, any spare capacity here could not be utilised.

4.7.3 Total Demand

Table 4.18 provides a summary of the peak parking network occupancy at 12.00pm on 2nd May 2018.

Table 4.18: Summary of Parking Demands at Peak (12:00pm): Total Area

Precinct	Parking Supply (Spaces)	Parking Demand (Vehicles)	% Occupied	Underutilised Capacity (Spaces)
1	2,804	2,230	80%	574
2	752	444	59%	308
3	685	477	70%	208
4	856	739	86%	117
5	1,927	1,478	77%	449
TOTAL	7,024	5,368	76%	1,656

There are in the order of 7,000 parking spaces within the study area, with approximately 51% located on-street and 49% off-street. During the peak of the occupancy survey, the kerbside parking supply was observed to be at 68% capacity (which is below the practical capacity of 85%), whilst the off-street parking supply was observed to be at 85% (which is close to fully occupied). Overall, all five (5) precincts had spare parking capacity with a total occupancy for the study area of 76% (i.e. 1,656 available parking spaces), however this is typically on the fringes of the study area and away from key parking generators.

4.7.4 All Day Parking Demands by Parking Markets

As noted previously, the three (3) major parking “markets” within the Gosford CBD and surrounds, including:

- **Market 1:** Gosford Train Station (i.e. ‘Park and Ride (Train)’ for access to the Sydney CBD);
- **Market 2:** Gosford CBD / commercial core; and
- **Market 3:** Central Coast Local Health District.

All three (3) markets generate significant all-day parking demands, as highlighted in Figure 4.18, Figure 4.19 and Figure 4.20 respectively.

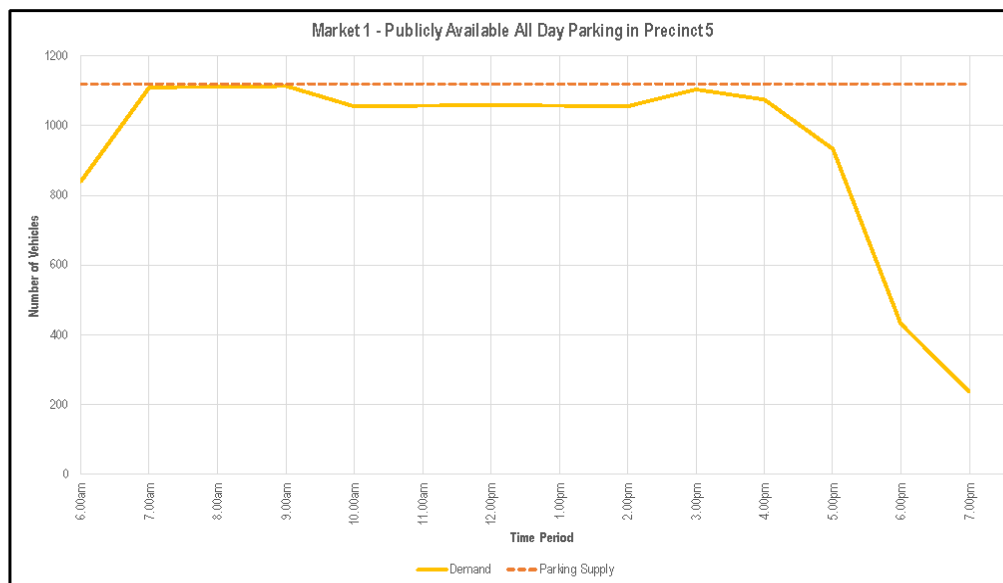


Figure 4.18: Market 1 – Publicly Available All-Day Parking in Precinct 5

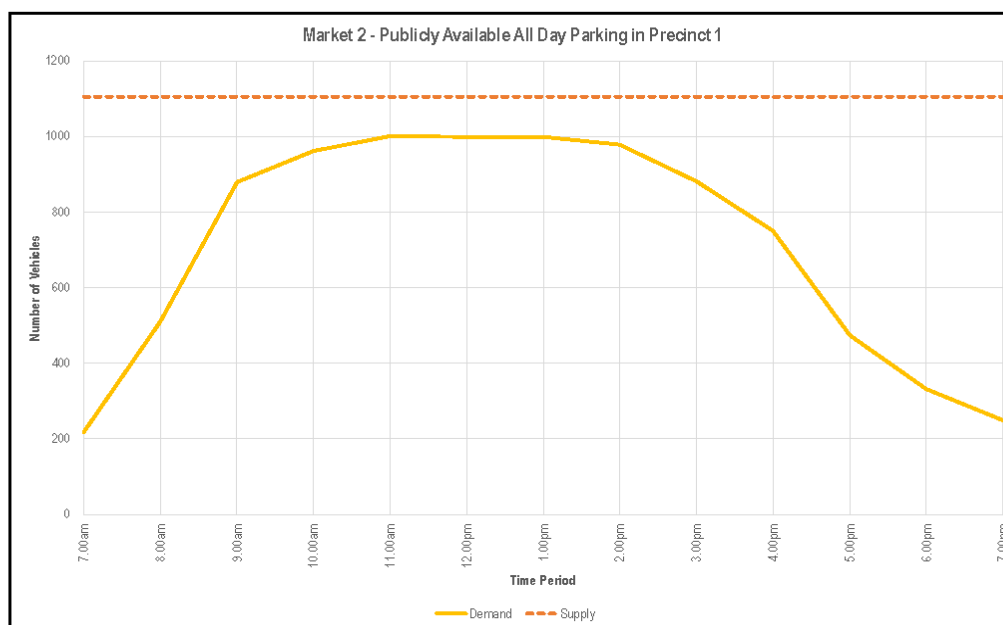


Figure 4.19: Market 2 – Publicly Available All-Day Parking in Precinct 1

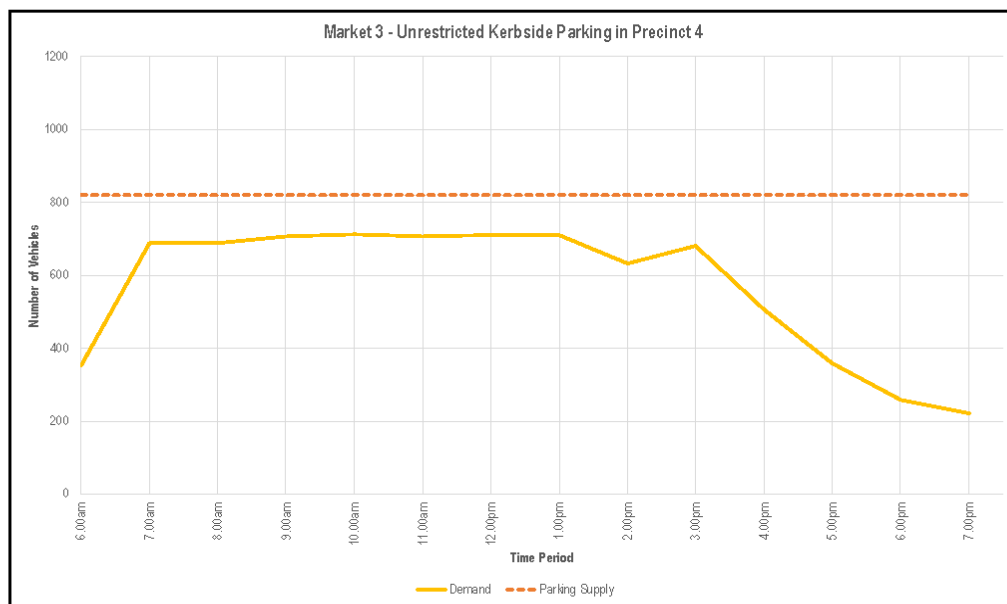


Figure 4.20: Market 3 – Publicly Available All-Day Parking in Precinct 4

Key points to note are:

- **Market 1:** peak of 1,113 vehicles (99% of supply) within Station #1;
- **Market 2:** peak of 1,001 vehicles (91% of the publicly available supply) within Station #2 and #8; and
- **Market 3:** peak of 713 vehicles (87% of supply) on-street within the CCLHD precinct.

The above highlights that the all-day parking supply within the study area is at capacity and as such, overflow parking is occurring within private paid parking stations (i.e. Imperial, Woolworths, and Gateway etc.) despite the high daily parking rates imposed to discourage such behaviour.

5. PARKING INTERVIEW SURVEYS

Survey staff conducted interviews from Monday 21st to Friday 25th of May 2018, at the following times:

- **Station #1:** 5:00am to 9:00am; and
- **Station #2:** 7:00am to 11:00am.

The intent of undertaking interviews at Station #1 was to understand where Sydney CBD bound rail commuters originate, and gauge level of support for potential short-term parking strategies. The intent of undertaking interviews at Station #2 was to understand where Gosford CBD workers originate, and gauge level of support for potential short-term parking strategies.

Table 5.1 provides a summary of the number of surveys completed at each location

Table 5.1: Parking Interviews: Number of Surveys per Day by Location

Station	Monday	Tuesday	Wednesday	Thursday	Friday	TOTAL
#1	59	67	58	41	56	281
#2	58	54	82	48	56	298
TOTAL	117	121	140	89	112	579

The survey staff also recorded the number of vehicles parked on-site before and after the interview period, in order to estimate the size of the sample. The results are summarised in Table 5.2 and Table 5.3 below.

Table 5.2: Parking Interviews: Estimated Sample Size at Station #1

No. of Vehicles	Monday	Tuesday	Wednesday	Thursday	Friday	Average
Start (before 5:00am)	174	191	186	205	198	191
Finish (after 9:00am)	985	996	989	991	982	989
Additional Vehicles	811	805	803	786	874	798
No. of Interviews	59	67	58	41	56	56
Sample Size	7.3%	8.3%	7.2%	5.2%	7.1%	7.0%

Table 5.3: Parking Interviews: Estimated Sample Size at Station #2

No. of Vehicles	Monday	Tuesday	Wednesday	Thursday	Friday	TOTAL
Start (7:00am)	38	42	34	36	24	35
Finish (11:00am)	483	498	498	498	422	480
Additional Vehicles	445	456	464	462	398	445
No. of Interviews	58	54	82	48	56	298
Sample Size	13.0%	11.8%	17.7%	10.4%	14.1%	13.4%

Key points to note:

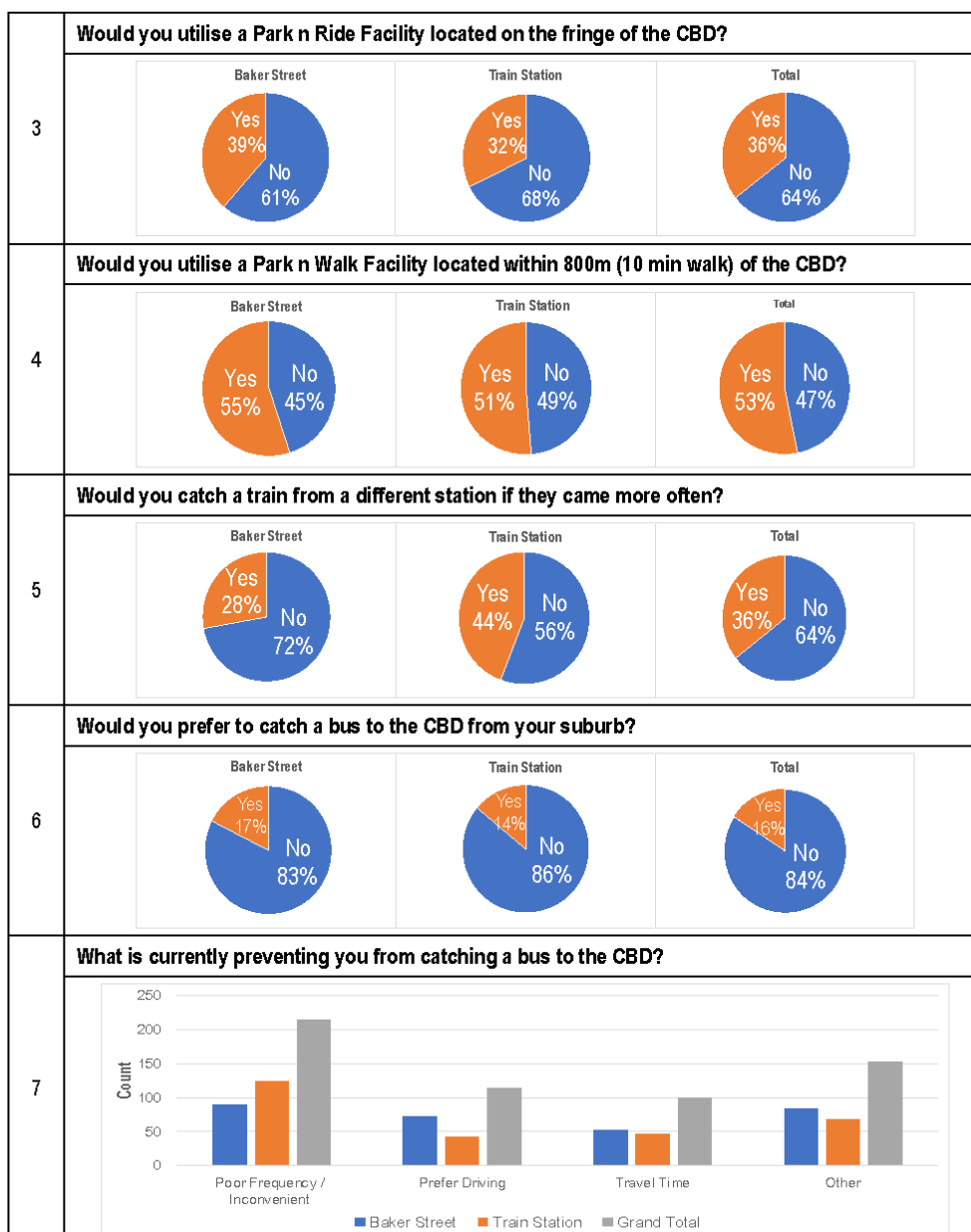
- 281 surveys were conducted at Station #1, which equates to an approximate sample size of 7.0%; and
- 298 surveys were conducted at Station #2, which equates to an approximate sample size of 13.4%.

Table 5.4 provides a summary of the parking interview results.

A copy of the raw parking interview results is included at **Appendix C**.

Table 5.4: Parking Interviews: Summary of Results

ID	Question
1	Which postcode did you originate from?
	<p>Baker Street</p> <p>Train Station</p>
2	Which postcode is your destination?
	<p>Baker Street</p> <p>Train Station</p>



Based on the parking interview survey results, the following observations are noted:

- **Question 1:** 50% of trips originate in Gosford (2250), 33% of trips originate from the east (2251, 2257, 2260, and 2261), 7% of trips originate from the north (2258, 2259, 2262, and 2263), 2% of trips originate from the south (2256), and 8% 'other'. Therefore, the majority of motorists are not travelling far to access the parking stations;
- **Question 1:** 50% of trips have a destination south of the Central Coast LGA including 25% within the Sydney CBD, 40% of trips have a destination in Gosford (2250), and 11% other;
- **Question 3:** there is moderate support for a Park n Ride (Bus) scheme (36% Yes);
- **Question 4:** there is strong support for a Park n Walk scheme (53% Yes);
- **Question 5:** there is strong support to modify train timetable (44% would utilise alternative station);
- **Question 6:** the existing bus network is not frequent or convenient and cannot compete with car accessibility (only 16% prefer to utilise a bus); and
- **Question 7:** there are several barriers preferring high bus mode share including 'poor frequency / inconvenient' (37%), 'prefer driving' (20%), and 'poor travel time' (17%).

6. RECOMMENDED PARKING STRATEGIES

6.1 IMMINENT SHORTFALL IN ALL-DAY PARKING SUPPLY

Figure 6.1 provides an overview of the short-term parking challenges within the Gosford CBD.

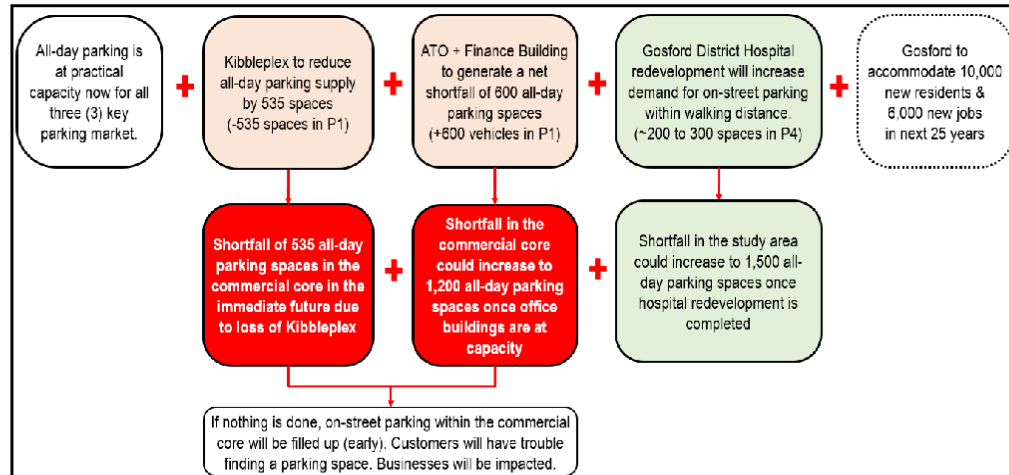


Figure 6.1: Short-Term Parking Challenge within the Gosford CBD

Key points to note are:

- the all-day parking supply within the study area is at practical capacity now, with a surveyed peak demand of 2,828 vehicles or 93% of publicly available supply (i.e. 3,044 spaces);
- once the Kibbleplex site is redeveloped, 535 all-day parking spaces will be removed from the supply;
- once the ATO and the Finance Building are constructed and operating at capacity, they will collectively generate a potential overflow all-day parking demand of 600 spaces. This, coupled with the loss of the Kibbleplex site, could increase the total shortfall of all-day parking in the CBD to 1,200 spaces;
- the GDH is currently undergoing a major redevelopment. Whilst the expansion will include the construction of a new 800 space multi-story parking station for staff, patients and visitors, the expansion will likely increase the demand for free all-day kerbside parking within walking distance of the hospital. Whilst this is difficult to quantify, it could be in the order of 200 to 300 spaces, which could increase the total shortfall of all-day parking in the study area to 1,500 spaces; and
- whilst ultimately a medium to long-term consideration, the DCP2013 envisages an additional 10,000 residents and 6,000 jobs within the study area by 2036.

To plan for and mitigate the imminent all-day parking shortfall within the Gosford CBD, Council will need to:

- protect short-term on-street parking within the commercial core for business customers; and
- provide more all-day parking opportunities, quickly.

6.2 PREVIOUS ISSUES / RECOMMENDATIONS / MITIGATION THEMES

After reviewing relevant literature and previous studies, the following consistent themes were identified:

- Theme 1:** there is a lack of short-stay parking in the Gosford CBD;
- Theme 2:** there is a need to shift all-day parking outside the core to free up short-stay parking;
- Theme 3:** there is a need to reallocate long-stay off-street parking into short-stay parking;
- Theme 4:** there is a need to manage parking supply for new developments in the core;
- Theme 5:** there is a need to reduce private car use and increase alternative transport mode share;
- Theme 6:** there is a need to improve existing active and public transport infrastructure and services;
- Theme 7:** there is a need to introduce 'park n ride' facilities outside the core, with shuttle buses; and
- Theme 8:** there is a need to consider paid parking within the core, to protect parking for businesses.

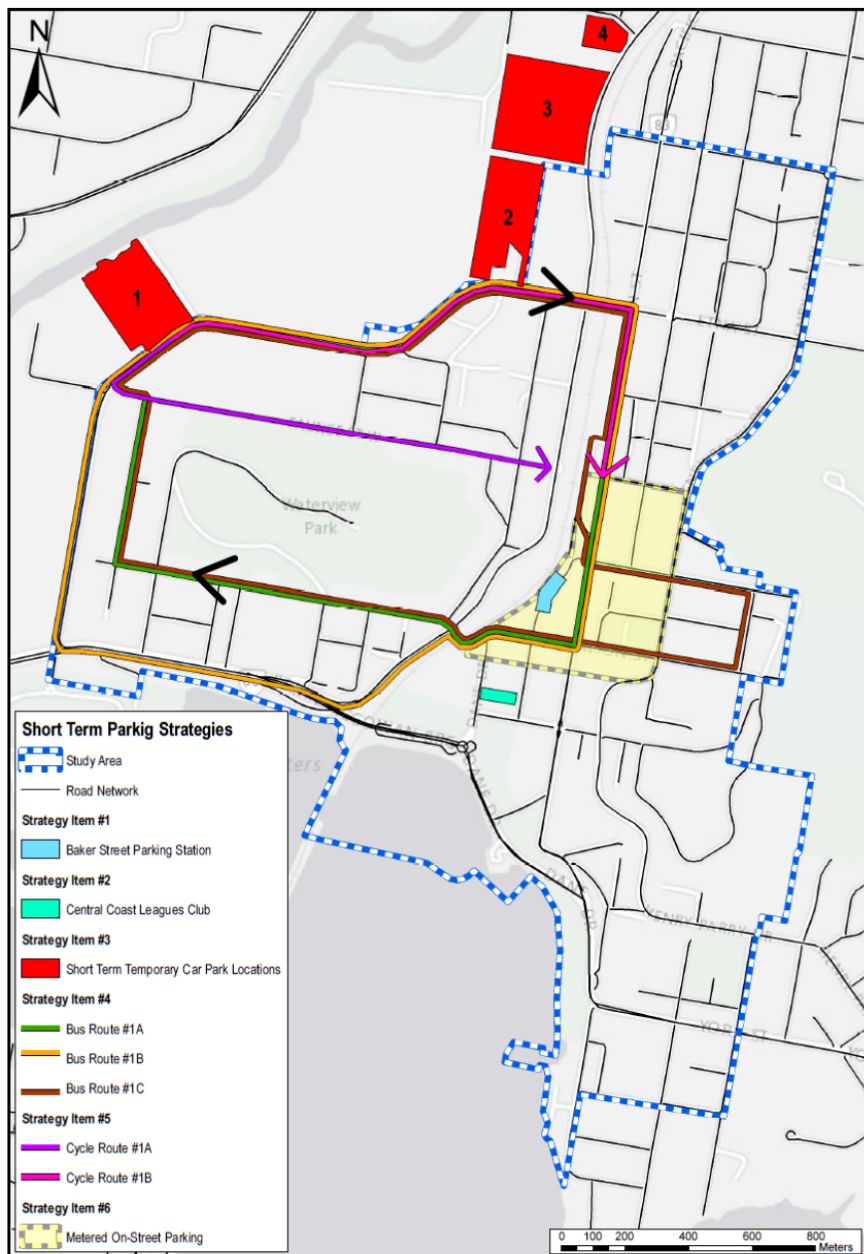
6.3 SHORT-TERM PARKING ACTIONS

6.3.1 Overview

The following short-term strategies are recommended for further consideration:

- **Strategy Item #1:** utilise spare capacity at Station #2 (Baker Street);
- **Strategy Item #2:** utilise spare capacity at Station #5 (Central Coast Leagues Club);
- **Strategy Item #3:** construct 'temporary car parks' on the fringe of the CBD;
- **Strategy Item #4:** implement a 'Park n Ride (Bus)' scheme on the fringe of the CBD;
- **Strategy Item #5:** implement a 'Park n Ride (Cycle)' scheme in conjunction with Strategy Item #4; and
- **Strategy Item #6:** introduce metered on-street parking within the commercial core.

Figure 6.2 provides an overview of the recommended short-term parking strategies.



6.3.2 Strategy Item #1: Utilise Spare Capacity at Station #2 (Baker Street)

Station #2 is a Council-owned asset located within the commercial core with a total capacity of 706 spaces. It provides 21% of the off-street parking capacity within the study area. Noting the significant cost of parking infrastructure and the high demand for all-day parking within the commercial core, this parking station should be 100% utilised on weekdays. However, recent parking occupancy survey data recorded a peak demand of just 80%, with a total of 138 parking spaces available during the peak period.

Table 6.1 provides a summary of the surveyed peak occupancy by level at Station #2.

Table 6.1: Station #2: Peak Occupancy by Level at 12.00pm

Level	Category	Supply	Demand	Occupancy	Spare Capacity
Ground	Public: 3P	35 spaces	26 spaces	74%	9 spaces
1	Allocated: Long-Stay	101 spaces	78 spaces	77%	23 spaces
2	Public: Long-Stay	143 spaces	134 spaces	94%	9 spaces
3	Public: Long-Stay	143 spaces	122 spaces	85%	21 spaces
4	Public: Long-Stay (early bird)	142 spaces	131 spaces	92%	11 spaces
5	Public: Long-Stay (early bird)	142 spaces	77 spaces	53%	65 spaces
TOTAL	-	706 spaces	568 spaces	80%	138 spaces

Key observations are noted below:

- **Allocated Parking:** the allocated spaces on Level 1 are underutilised (77%);
- **Early Bird Parking:** the early bird spaces on Level 5 are underutilised (72%); and
- **Spare Capacity:** of the 138 spare parking spaces, 108 are publicly available spaces.

Whilst it is likely that the publicly available spare capacity will be consumed once Station #8 (Kibbleplex) is demolished, there are other initiatives Council could explore to maximise the use of their asset, including:

- remove the boom gate on Level 4 (early bird) to release capacity within Level 4 and 5 (+76 spaces);
- install sensors and digital signage to advise motorists of available parking (+30 spaces). It is understood this is something that Council is currently investigating for implementation in the near future; and
- reduce number of allocated spaces on Level 1 to match demand (+23 spaces). It is acknowledged that this may not be feasible due to existing leasing arrangements. Nevertheless, it is still worth exploring.

Strategy Item #1 could provide an additional 106 to 138 all-day parking spaces within the commercial core.

6.3.3 Strategy Item #2: Utilise Spare Capacity at Station #5 (Central Coast Leagues Club)

Station #2 is a privately-owned asset located on the fringe of the commercial core with a capacity of 355 spaces. It provides 10% of the off-street parking capacity within the study area, although it is actively supervised by security guards to prevent all-day commuter parking. Recent parking occupancy survey data recorded a peak demand of just 52%, with 170 parking spaces still available.

Table 6.2 provides a summary of the surveyed peak occupancy by level at Station #5.

Table 6.2: Station #5: Peak Occupancy by Level (3pm)

Level	Category	Supply	Demand	Occupancy	Spare Capacity
Ground	Private: Long-Stay	65 spaces	51 spaces	78%	14 spaces
1	Private: Long-Stay	89 spaces	75 spaces	84%	14 spaces
2	Private: Long-Stay	85 spaces	38 spaces	45%	47 spaces
3	Private: Long-Stay	48 spaces	14 spaces	29%	34 spaces
4	Private: Long-Stay	68 spaces	7 spaces	10%	61 spaces
TOTAL	-	355 spaces	185 spaces	52%	170 spaces

Key observations are noted below:

- Ground and Level 1 are reasonably well utilised (126 vehicles or 82% occupied);
- Level 2 is underutilised (38 vehicles or 45% occupied);
- Level 3 and 4 are underutilised (59 vehicles or 18% occupied); and
- Level 3 and 4 provide a total supply of 116 spaces.

Whilst this is a privately-owned asset, it is strategically located on the fringe of the commercial core and currently has significant spare capacity that could accommodate all-day parking in the immediate future. Noting the significant cost of parking infrastructure, and the time required to plan, fund, and construct a new parking station, Station #2 represents a key short-term option to address the emerging parking issues within the Gosford CBD. This strategy could also generate an additional revenue stream for the Leagues Club.

Given the above, it is recommended that Council:

- liaise with the operator regarding the potential short-term use of Level 3 and 4 (+116 spaces) of the car park for paid public all-day parking, and if supported, negotiate relevant leasing arrangements;
- investigate what infrastructure (i.e. boom gates etc.) would be required to separate the free parking on Ground, Level 1 and 2 (for bona-fide visitors) from the paid parking on Level 3 and 4;
- investigate what administrative arrangements would be required to manage parking on-site (i.e. collection of fees; ensuring the all-day public parking is restricted to Level 3 and 4 only); and
- investigate a potential parking fee structure comparative to other parking stations in the CBD (i.e. \$8 early-bird rate at Station #2 vs. \$16.50 all day rate at Stations #3 and #4).

Strategy Item #2 could provide an additional 116 all-day parking spaces on the fringe of the commercial core.

6.3.4 Strategy Item #3: Construct 'Temporary' Car Parks on Fringe of Core

Council is currently investigating the feasibility of constructing 'temporary' at-grade car parks at up to four (4) locations on the fringe of the study area. Figure 6.3 illustrates the location of each site.

Table 6.3 provides a summary of the potential temporary car parks, including the estimated parking capacity of each site as well as the estimated walking distance to Gosford Train Station and the William Street Mall.

Table 6.3: Short-Term: Potential Temporary Car Park Locations

ID	Street Address	Approximate Number of Parking Spaces	Walking Distance to Gosford Train Station	Walking Distance to William Street Mall
1	10 Racecourse Road, Gosford	180 spaces	1,350m (17 minutes)	1,700m (21 minutes)
2	26 Racecourse Road, Gosford	215 spaces	800m (10 minutes)	1,000m (13 minutes)
3	84A Showground Road, Gosford	500 spaces	1,000m (13 minutes)	1,300m (16 minutes)
4	1 Glennie Street West, Gosford	300 spaces	1,200m (15 minutes)	1,500m (19 minutes)
TOTAL		1,195 spaces	Average 14 minutes	Average 17 minutes

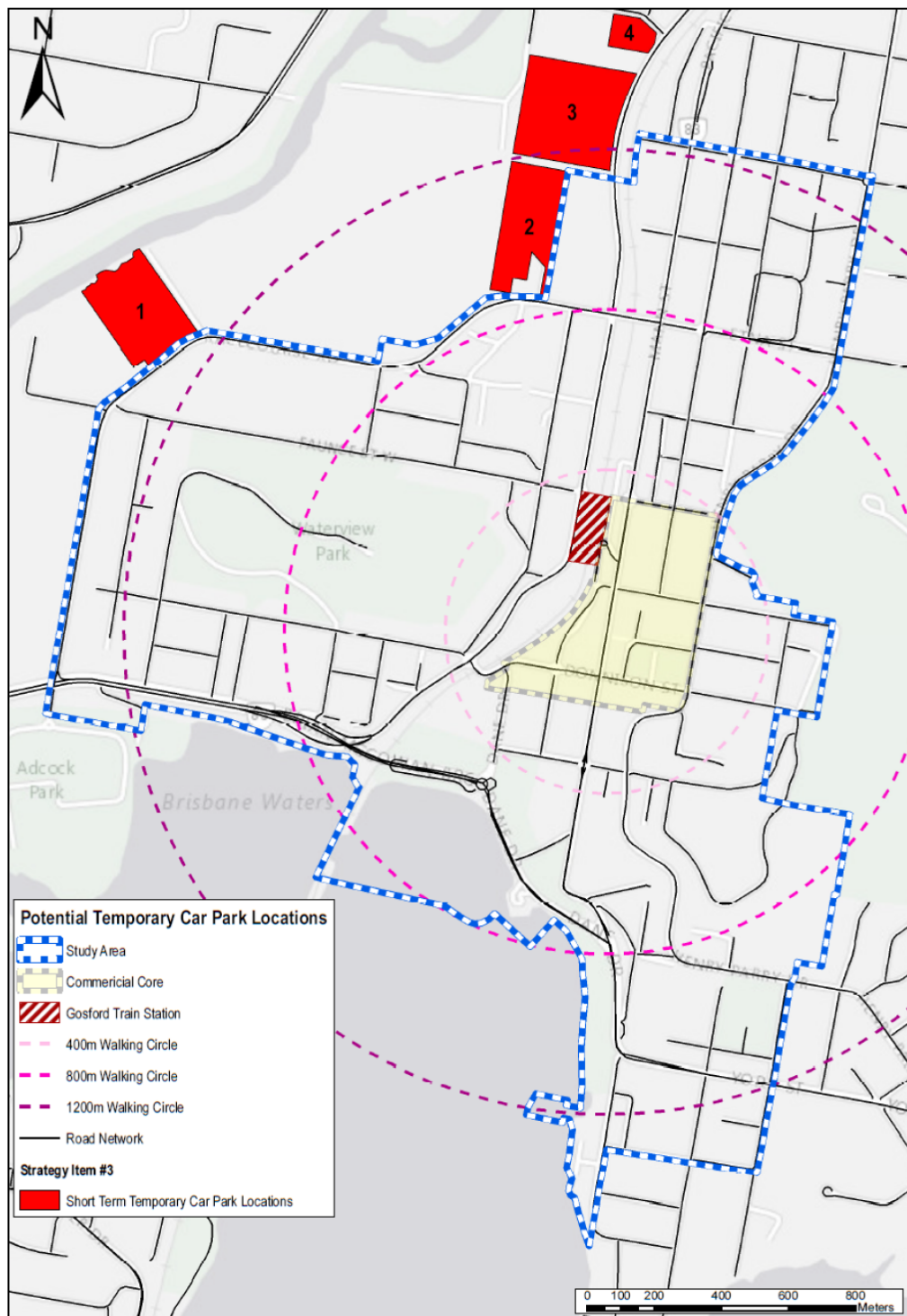


Figure 6.3: Short-Term: Potential Temporary Car Park Locations

Based on the above, it appears that:

- all sites are located on the fringe of the study area and are likely to be too remote from the Gosford Train Station and the commercial core to provide a 'Park n Walk' function (i.e. > 10-minute walk);
- Sites 1 and 2 could be utilised for 'Park n Ride (Bus)' and/or 'Park n Ride (Cycle)'; and
- all sites would assist with all day parking constraints within Precinct 4 (Hospital and School).

It is noted that further detailed traffic analysis will be required to confirm traffic related impacts and associated road upgrades (if any) for each site, however at this strategy stage, the following observations are noted:

- Sites 1 and 2 would generate relatively low traffic demands, whilst Site 3 and 4 would generate relatively high traffic demands. This assumes that each parking spaces would generate two (2) trips per day (i.e. inbound trip in the AM and outbound trip in the PM). Whilst external road upgrades are unlikely, further traffic analysis should be undertaken at the intersection of Central Coast Highway / Racecourse Road and the intersection of Racecourse Road / Showground Road;
- **Site 1:** gains access via the existing **Gosford Tennis Club** driveway on Racecourse Road. At this location, there are double barrier lines prohibiting right turn access into and out of the Tennis Club, presumably due to the horizontal curve and restricted sight distances to the immediate east. If all movement access is required, the driveway crossover may need to be relocated;
- **Site 2:** gains access via the existing **Gosford Golf Club** driveway on Racecourse Road. At this location, there are double barrier lines prohibiting right turn access into and out of the Golf Club, presumably due to the horizontal curve to the west and vertical curve to the east. There is no opportunity to relocate the driveway and as such, access would need to be limited to left-in and left-out;
- **Site 3:** gains access via the existing **Gosford Showground** driveway/s on Showground Road. Both driveways appear to be relatively narrow (4.5m) and as such, may need to be upgraded to accommodate two (2) traffic flows (i.e. 6m to 10m depending on the number of driveways utilised). Both driveways accommodate all turning movements and there appears to be adequate sight distances; and
- **Site 4:** would gain access via existing **Gosford Showground / Hospital Parking Site** driveways on either Showground Road or Glennie Street West. Both driveways appear to be relatively narrow (4.5m) and as such, may need to be upgraded to accommodate two (2) traffic flows (i.e. 6m to 10m depending on the number of driveways utilised). Both driveways accommodate all turning movements and there appears to be adequate sight distances.

These sites have the potential to collectively provide a total of 1,195 parking spaces (+1,195 spaces), and as such, it is recommended that Council fast-tracks the feasibility investigations to identify a preferred site for early delivery. However, given the location of these sites, the challenge will be providing high frequency shuttle bus connectivity into the commercial core, which is complemented by a bicycle share scheme. Refer to Strategy Item #4 and Strategy Item #5 for further details.

In addition to the above, it is recommended that Council:

- identify construction or development sites within walking distance (800m) of the commercial core and Gosford Train Station that could be utilised as temporary car parks;
- negotiate leases with property owners or approvals for temporary car parks;
- set fees commensurate with still encouraging Park and Bus/Cycle at preferred fringe sites; and
- prioritise temporary car parks on the fringe rather than in the commercial core.

Strategy Item #3 could provide an additional 1,200 all-day parking spaces on the fringe of the study area. However, quality bus (Park n Bus) and cycle (Park n Cycle) provisions will be required for access into the commercial core.

6.3.5 Strategy Item #4: Implement a 'Park n Ride (Bus)' Scheme

As outlined in Section 6.3.4, Site 1 and 2 could potentially be utilised as part of a 'Park n Ride (Bus)' scheme for access to the Gosford Train Station and the Gosford CBD / commercial core.

Figure 6.4 illustrates the location of each site as well as three (3) alternative shuttle bus route options.

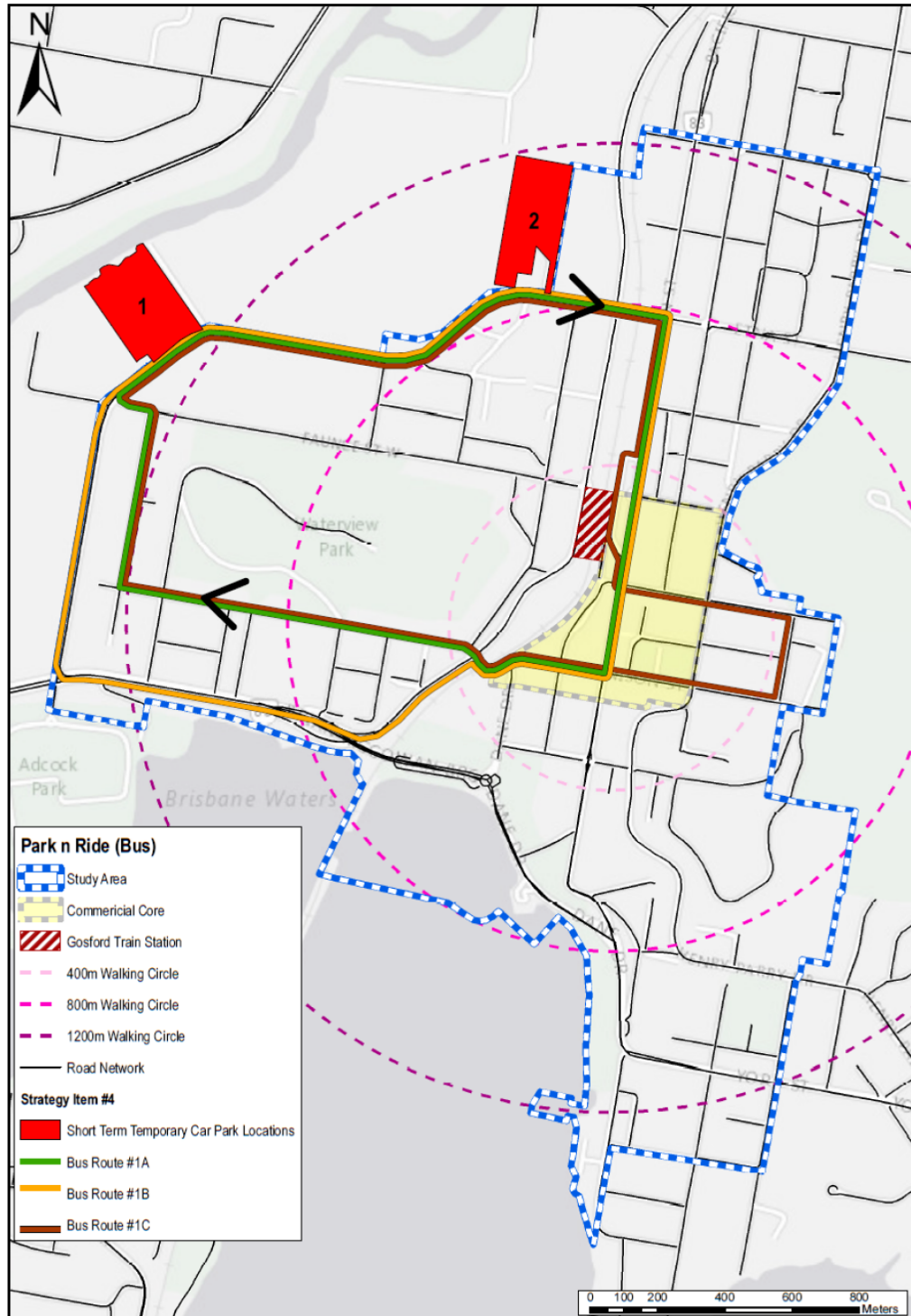


Figure 6.4: Short-Term: Park n Ride (Bus) Locations with Potential Shuttle Bus Route Options

As illustrated on Figure 6.4, the most efficient route (Route #1A - Green) would be to:

- start at Site 1 (Gosford Tennis Court);
- access Site 2 (Gosford Golf Club) via Showground Road;
- cross the "Central Coast and Newcastle Line" via the Showground Road overpass;
- turn right into Mann Street;
- stop adjacent to Gosford Train Station;
- stop adjacent to the William Street Mall;
- turn right onto the Pacific Highway;
- cross the "Central Coast and Newcastle Line" via the Donnison Street overpass;
- continue onto Donnison Street West;
- turn right into Young Street;
- turn left into Faunce Street West; then
- turn right back onto Racecourse Road.

An alternative route would be to turn left after the Donnison Street overpass, continue on the Central Coast Highway and then turn right into Racecourse Road (Route #1B – Orange). This route could be utilised to pick up the 'enterprise corridor' in the south-west corner of the study area.

Another alternative would be to utilise the existing 'Route 41', which is operated by Red Bus Services (Route #1C). This is similar to Route #1A, however it picks up more of the commercial core.

Table 6.4 provides a summary of the estimated route distance and travel times. The average speed of 20km/h has been adopted to allow for multiple pick-up / drop-off location as well as intersection and link delays.

Table 6.4: Park n Ride (Bus) Shuttle Bus Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Route Trip Time	Inbound Trip Time
#1A	395 spaces	4.0km	2.0km (Site 1 to CBD)	20 km/h	~ 12 minutes	~ 6 minutes
#1B	395 spaces	5.0km	2.0km (Site 1 to CBD)	20 km/h	~ 15 minutes	~ 6 minutes
#1C	395 spaces	5.0km	2.0km (Site 1 to CBD)	20 km/h	~ 15 minutes	~ 6 minutes

A key challenge for all 'Park n Ride (Bus)' schemes will be providing high frequency bus services so that patrons can efficiently park their vehicle and board a bus with a limited transfer penalty. Importantly, each bus route option is relatively 'tight' loop which will help increase frequencies and reduce travel times. Importantly, these routes provide access to all three (3) parking markets to maximise exposure and usage.

Given the above, it is recommended that Council:

- fast-tracks the feasibility investigations for Site 1 and 2;
- liaise with Red Bus Services regarding opportunities to increase the number of peak hour services on the existing Route 41 (referred to as Route #1C), including cost sharing opportunities;
- identifies key drop-off / pick-up locations along each route to maximise coverage;
- undertake financial feasibility investigations for the proposed 'Park n Ride (Bus)' scheme;
- identify bus priority infrastructure along the bus routes to maximise efficiency and reduce travel times.

Strategy Item #4 could help activate 395 all-day parking spaces on the fringe of the study area (Site 1 and 2).

6.3.6 Strategy Item #5: Implement a 'Park n Ride (Cycle)' Scheme

To support Strategy Item #3 and activate the proposed parking on the fringe of the study area, it is recommended that Council implements a bicycle sharing scheme at Site 1 and 2.

Table 6.5 provides a summary of the estimated route distance and travel times. The average speed of 15km/h has been adopted to allow for based on the mostly flat terrain.

Table 6.5: Short-Term: Park n Ride (Cycle) Cycle Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Estimated Route Trip Time	Estimated Inbound Trip Time
#1A	395 spaces	4.0km	2.0km (Site 1 to CBD)	15 km/h	< 16 minutes	< 8 minutes
#1B	395 spaces	5.0km	2.0km (Site 1 to CBD)	15 km/h	< 20 minutes	< 8 minutes

Figure 6.5 illustrates the potential 'Park n Ride (Cycle)' locations and cycle routes.

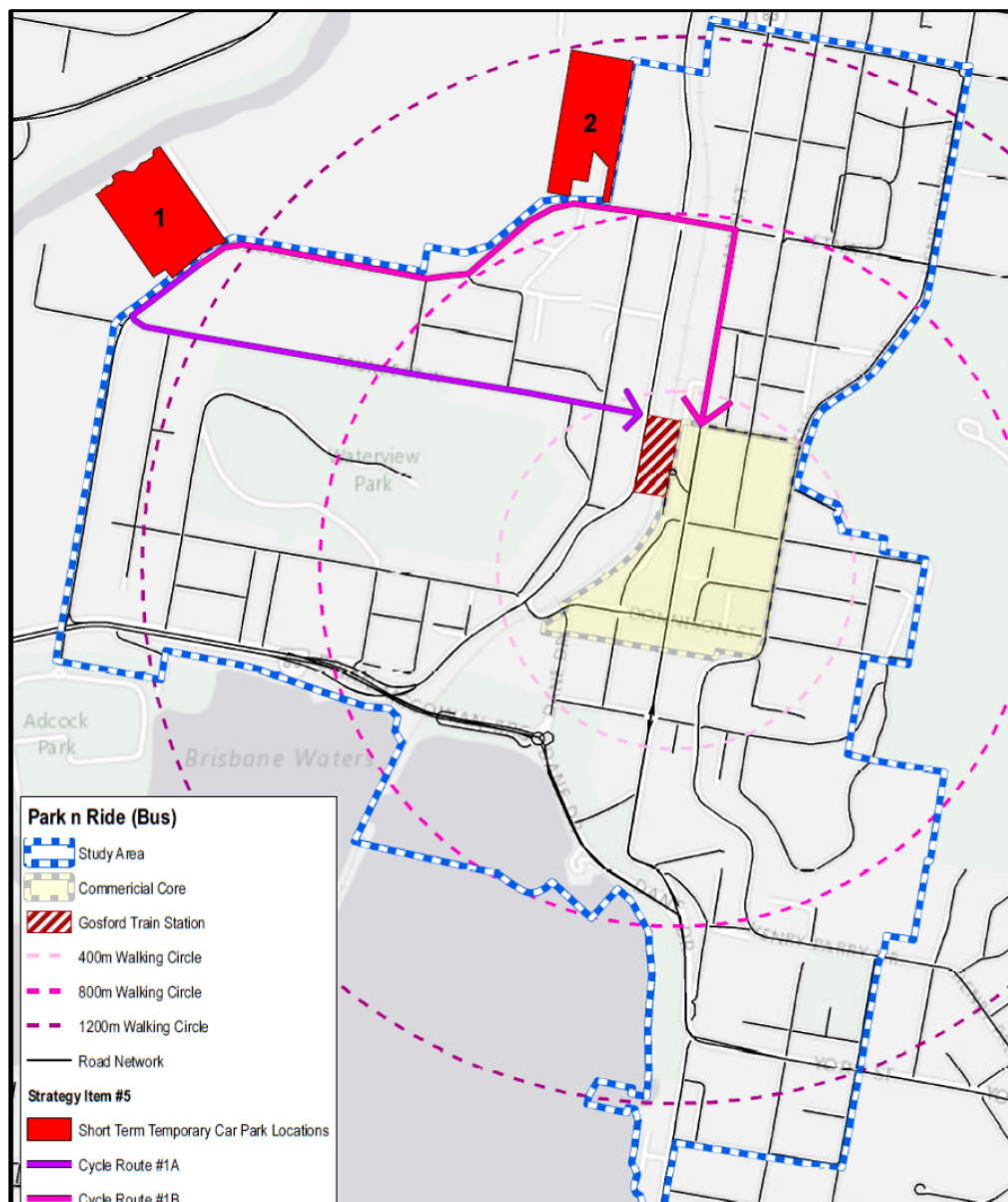


Figure 6.5: Short-Term: Park n Ride (Cycle) Locations with Potential Cycle Routes

A key challenge for the 'Park n Ride (Cycle)' schemes will be ensuring adequate and safe cycle infrastructure is provided along both routes and providing parking stations at key locations within the Gosford CBD.

In terms of existing cycle infrastructure, the following points are noted:

- **Cycle Route #1A:** there are no pathways or crossing facilities on Racecourse Road along the frontage of the Gosford Tennis Centre (Site #1), and whilst Faunce Street West is a low speed local road and therefore may be suitable for on-road cycling, there are also noticeable gaps in the pathway network. Addressing these items should be considered during the feasibility investigations; and
- **Cycle Route #1B:** there are pathways on Racecourse Road along the frontage of the Gosford Golf Club (Site #2), as well as a signalised pedestrian in front of and Gosford High School. There is a dedicated pedestrian facility on the Racecourse Road overpass, however it is relatively narrow (1.5m) and fenced, and therefore may 'force' cyclists to stay on-road. As such, a safety review of the cycle facilities on the overpass (or lack of) should be included in the feasibility investigations.

Given the above, it is recommended that Council investigates opportunities to:

- co-locate a cycle share scheme at Sites 1 and 2;
- provide cycle parking facilities at the Gosford Train Station, commercial core, and CCLHD precinct; and
- implement dedicated or priority cycle infrastructure along the cycle routes connecting Sites 1 and 2 with the commercial core to maximise efficiency and safety along the routes.

Strategy Item #5 could help activate 395 all day parking spaces on the fringe of the study area (Site 1 and 2).

6.3.7 Strategy Item #6: Introduce Metered On-Street Parking within the Commercial Core

The "Commercial Core" as defined in the DCP2013 is bound by Faunce Street to the north, Henry Parry Drive to the east, commercial developments on the southern side of Donnison Street to the south, and the "Central Coast and Newcastle Line" to the west. The extents are graphically illustrated in Figure 6.6.

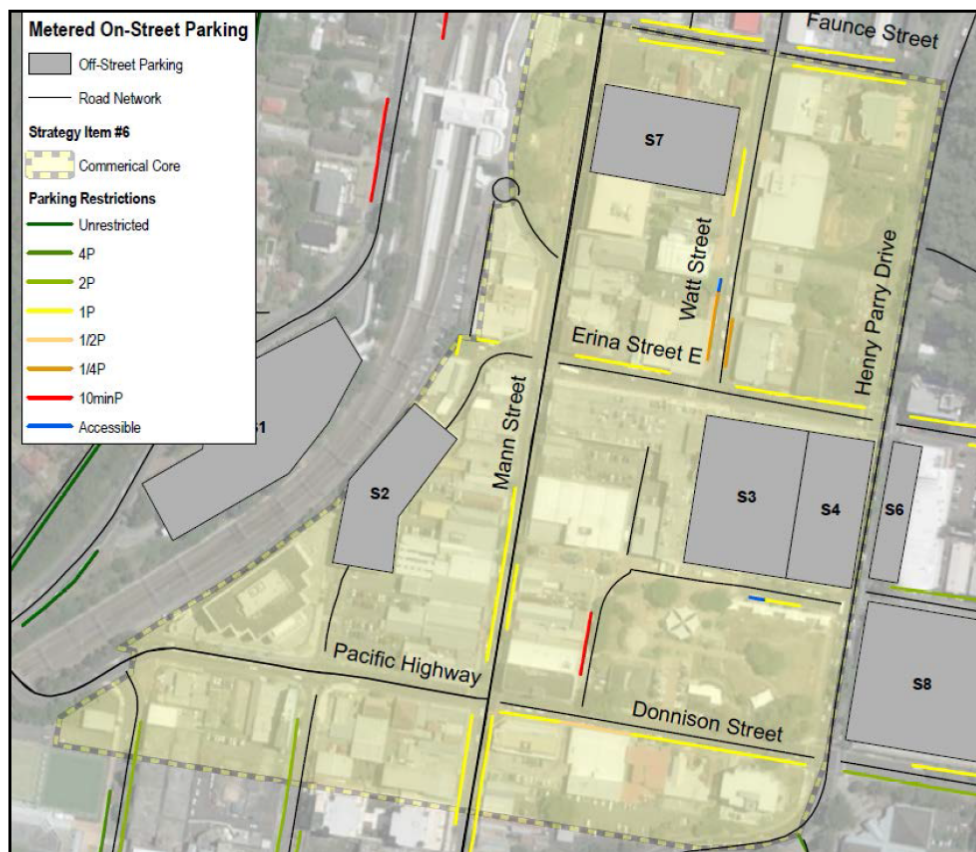


Figure 6.6: Extent of Commercial Core

Table 6.6 provides a summary of the existing kerbside parking supply and parking demand within the core

Table 6.6: Commercial Core Kerbside Parking: Supply vs. Peak Demand

Scenario	Accessible	10 min P	1/4P	1/2P	1P	2P	4P	TOTAL
Existing Supply	3	10	15	14	110	-	-	152
Peak Demand (10am)	3	3	12	3	82	-	-	103
Spare Capacity	-	7	3	11	28	-	-	49

Figure 6.7 illustrates the existing kerbside parking demand profile within the commercial core.

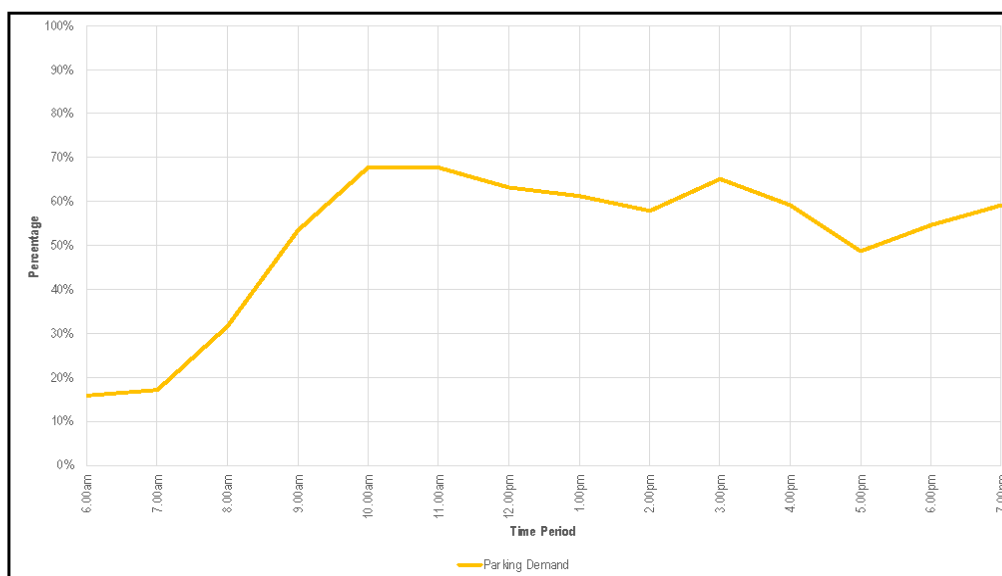


Figure 6.7: Existing Kerbside Parking Demand Profile (Commercial Core)

Key points to note are:

- there are 152 kerbside parking spaces within the commercial core, with the majority being 1P (72%);
- kerbside parking within the commercial core peaked at 10:00am at 68% (103 vehicles);
- kerbside parking within the commercial core is generally above 60% occupied from 10:00am to 4:00pm;
- whilst it appears that there is 'spare capacity' within the commercial core during the peak periods, it is noted that approximately half of the spaces are 1/2P or less; and
- Council has advised that there is poor compliance with existing time limits within the commercial core, with motorists parking for longer than the allocated time.

In summary, kerbside parking within the commercial core is at or close to practical capacity now, with existing compliance issues. The influx of 1,200 employees associated with the new ATO and NSW Government Finance Buildings coupled with the imminent loss of Kibbleplex, will result in significant additional all-day parking demands within the commercial core and surrounds, which will compound existing compliance issues and place further strain on the finite parking capacity in the CBD.

The introduction of paid on-street parking within the commercial core will:

- help regulate turnover of short-stay parking spaces for bona-fide customers / visitors, which is highly desirable for businesses within the commercial core;
- generate a revenue stream that could be utilised by Council to fund other short-term strategies (i.e. 'Park n Ride (Bus)', temporary car parks etc.); and
- help 'push' all-day parking away from the core and encouraging parking at the preferred fringe sites.

Based on the above, it is recommended that Council explore opportunities to implement metered parking within the commercial core. This could be rolled out over time, and trialled street by street.

Strategy Item #6 could help fund other strategies whilst protecting short-stay parking in the core for customers.

6.3.8 Summary of Short-Term Strategies

Strategy Item #1 and #2 utilise existing public and private parking infrastructure and could relatively quickly and easily accommodate in the order of 220 all-day parking spaces within / on the fringe of the core.

Strategy Item #3 would take longer to implement due to planning, funding, and land ownership constraints. These sites are also somewhat remote from the commercial core. However, given the four (4) sites could collectively provide in the order of 1,200 all-day parking spaces, they should therefore be investigated

further. To maximise their success, Strategy Item #4, #5, and #6 would also need to be implemented. It is noted that 'Park n Ride (Bus)' schemes have been successfully implemented in Newcastle and Canberra.

6.4 MEDIUM TO LONG-TERM CONSIDERATIONS

6.4.1 Overview

The following medium to long-term strategies are recommended for future consideration:

- **Strategy Item #7:** expand the 'Park n Ride (Bus & Cycle)' schemes, and include a parking station and shuttle bus service on the eastern side of the "Central Coast and Newcastle Line";
- **Strategy Item #8:** convert of existing all-day kerbside parking within the CCLHD precinct over time into short-stay parking, to increase availability for patients and visitors;
- **Strategy Item #9:** improve public transport services, including changes to the train timetable;
- **Strategy Item #10:** implement smart parking initiatives within the core to provide information to minimise traffic circulation, reduce enforcement costs and to monitor usage; and
- **Strategy Item #11:** construct new multi-level parking station/s on the fringe of the Gosford CBD.

6.4.2 Strategy Item #7: Expand 'Park n Ride (Bus & Cycle)' Schemes

Location of Additional Sites

In addition to the short-term 'temporary car park' sites, Council is investigating the feasibility of constructing car parks at two (2) further locations in the medium-term. Figure 6.8 illustrates the location of each site.

Table 6.7 provides a summary of the potential temporary car parks, including the estimated parking capacity of each site as well as the estimated walking distance to Gosford Train Station and the William Street Mall.

Table 6.7: Medium-Term: Potential Temporary Car Park Locations

ID	Street Address	Approximate Number of Parking Spaces	Walking Distance to Gosford Train Station	Walking Distance to William Street Mall
5	80 The Entrance Road, Erina	360 spaces	4,200m	3,800m
6	4 Racecourse Road	1,500 spaces	1,600m	2,000m
TOTAL	-	1,860 spaces	-	-

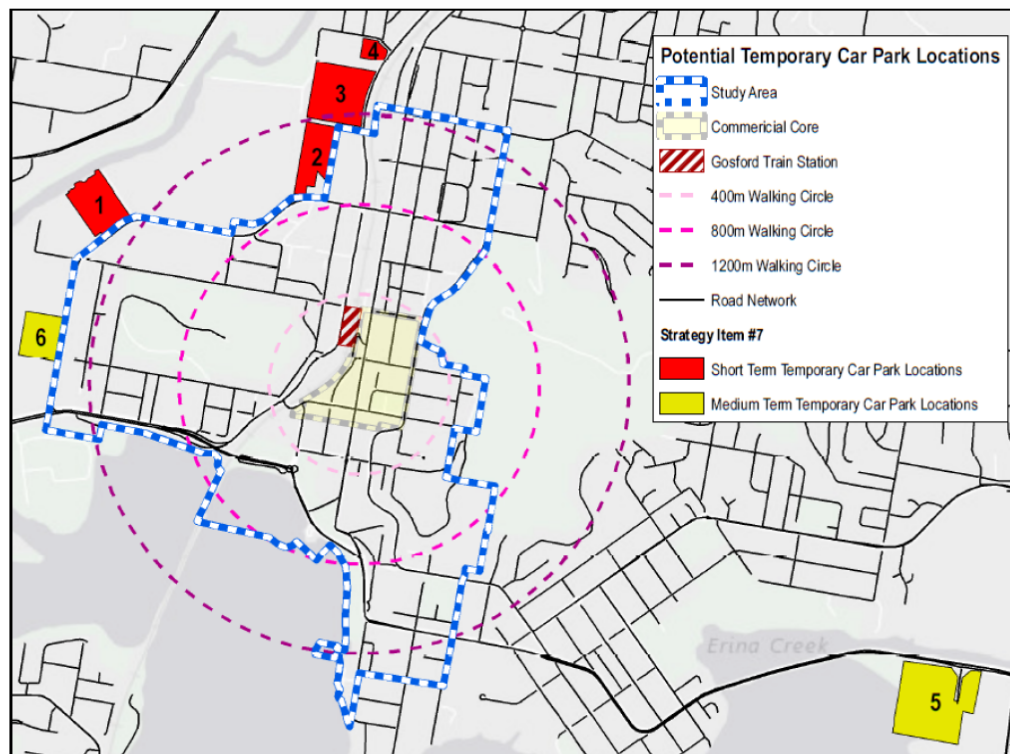


Figure 6.8: Medium-Term: Potential Temporary Car Park Locations

Based on the above, it appears that:

- Site 5 is located 2.5km east of the study area and is too remote to provide a 'Park n Walk' Function. To provide any real benefit to the all-day parking challenges within the study area, Site 5 would need to be utilised as a 'Park n Ride (Bus)' facility with a complementary 'Park n Ride (Cycle)' scheme. Given its location, it could be utilised to service commuters from east (i.e. The Entrance, Terrigal, Avoca Beach, Erina, etc.), with a bus shuttle on the eastern side of the "Central Coast and Newcastle Line"; and
- Site 6 is located on the fringe of the study area and is likely to be too remote from the Gosford Train Station and the commercial core to provide a 'Park n Walk' function (i.e. > 10-minute walk). However, it is located in proximity to Site 1 and 2 and therefore could complement and increase the viability of the previously recommended short-term 'Park n Ride (Bus)' scheme.

High Level Traffic Impacts

It is noted that further detailed traffic analysis will be required to confirm traffic related impacts and associated road upgrades (if any) for each site. However, at this strategy stage, the following observations are noted:

- Sites 5 and 6 would generate high traffic demands, particularly Site 6. This assumes that each parking spaces would generate two (2) trips per day (i.e. inbound trip in the AM and outbound trip in the PM). Both sites have the potential external road network operations, including at the intersection of Central Coast Highway / Pateman Road (Site 5) and Central Coast Highway / Racecourse Road (Site 6);
- Site 5:** gains access via the existing **The Entertainment Grounds** driveway on Racecourse Road. All turning movements are currently permitted at this location, with adequate sight distances in both directions on Racecourse Road. It is understood that a tunnel would need to be constructed under the racetrack for access to the proposed parking area/s, and as such, further traffic engineering design advice will be required to confirm the feasibility of this site (i.e. grades, sight lines, swept paths); and
- Site 6:** gains access via the existing **Erina Works Depot** intersection of Central Coast Highway / Pateman Road. All turning movements are permitted at this location, with left and right turn lane provisions on the Central Coast Highway. The Central Coast Highway at this location has a four (4) lane cross section and is governed by a posted speed limit of 70km/h. Further investigations will be required to confirm potential safety and operation impacts associated with increased demands for motorists turning right onto the Central Coast Highway in the afternoon peak hour.

These sites have the potential to collectively provide a total of 1,860 parking spaces (+1,860 spaces), and as such, it is recommended that Council fast-tracks the feasibility investigations. However, given the location of these sites, particularly Site 5, the challenge will be providing high frequency shuttle bus connectivity into the commercial core, which is complemented by a bicycle share scheme.

Potential Bus Routes

As noted previously, Site 6 could complement the previously recommended short-term 'Park n Ride (Bus)' scheme (Route #1B). However, Site 5 would require a separate bus route (Route 2).

Figure 6.9 illustrates the location of each site as well as the relevant shuttle bus routes.

As illustrated on Figure 6.9, the most efficient route for Route 2 would be to:

- start at Site 6 (Erina);
- travel into the commercial core via the Central Coast Highway and Mann Street;
- stop adjacent to Gosford Train Station;
- stop adjacent to the William Street Mall; then
- return to Site 6 via Henry Parry Drive and the Central Coast Highway.

Table 6.8 provides a summary of the estimated route distance and travel times. The average speed of 20km/h has been adopted to allow for multiple pick-up / drop-off location as well as intersection and link delays.

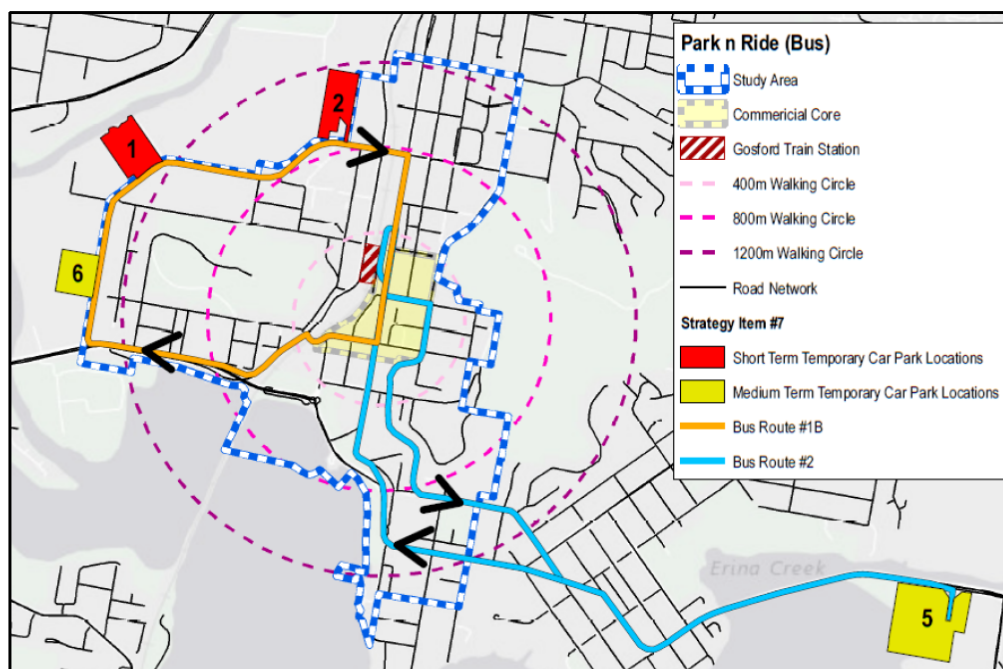


Figure 6.9: Medium-Term: Park n Ride (Bus) Locations with Potential Shuttle Bus Route Option

Table 6.8: Medium-Term: Park n Ride (Bus) Shuttle Bus Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Route Trip Time	Inbound Trip Time
#1B	1,895 spaces	5.0km	2.0km (Site 1 to CBD)	20 km/h	~ 15 minutes	~ 6 minutes
#2	360 spaces	9.0km	4.0km (Site 6 to CBD)	20 km/h	~ 25 minutes	~ 12 minutes

As noted previously, a key challenge for all 'Park n Ride (Bus)' schemes will be providing high frequency bus services so that patrons can efficiently park their vehicle and board a bus with a limited transfer penalty. Whilst Routes #1B is a relatively 'tight' loop, Route #2 is a long and linear route and as such, multiple buses will be required to help increase frequencies and reduce travel times. Importantly, these routes provide access to at least two (2) out of the three (3) parking markets to maximise exposure and usage.

Potential Cycle Routes

To activate the proposed parking on the fringe of the study area, it is recommended that Council implements a complementary bicycle sharing scheme at Site 5 and 6.

Table 6.9 provides a summary of the estimated route distance and travel times. The average speed of 15km/h has been adopted to allow for based on the mostly flat terrain.

Table 6.9: Medium -Term: Park n Ride (Cycle) Cycle Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Estimated Route Trip Time	Estimated Inbound Trip Time
#1C	1,500 spaces	4.0km	2.0km (Site 1 to CBD)	15 km/h	< 16 minutes	< 8 minutes
#2	360 spaces	9.0km	4.0km (Site 7 to CBD)	15 km/h	< 35 minutes	< 16 minutes

Figure 6.10 illustrates the potential 'Park n Ride (Cycle)' locations and cycle routes.

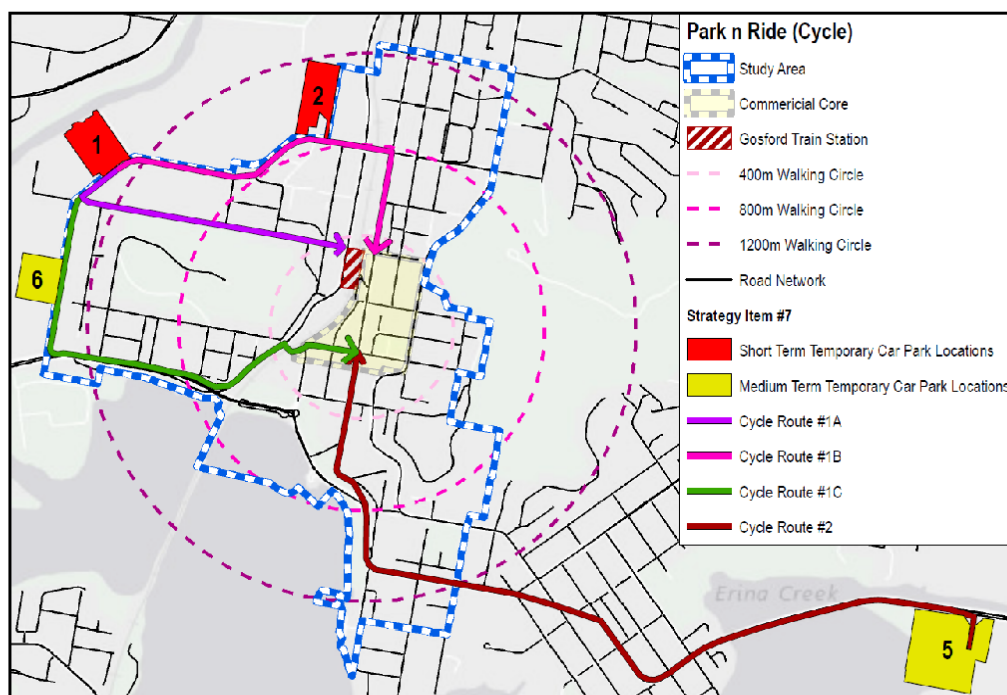


Figure 6.10: Medium-Term: Park n Ride (Cycle) Locations with Potential Cycle Routes

A key challenge for the 'Park n Ride (Cycle)' schemes will be ensuring adequate and safe cycle infrastructure is provided along both routes and providing parking stations at key locations within the Gosford CBD.

- **Cycle Route #1C:** there are no pathways or crossing facilities on Racecourse Road along the frontage of The Entertainment Grounds (Site #6). However, once cyclists reach the signalised intersection of Central Coast Highway / Racecourse Road, they can cross the highway to utilise the exiting 3.0m wide pathway on the southern side of the highway. This pathway travels under the Brian McGowan Bridge and terminates on Showground Road. From that point, the route would be on-road through to the Gosford Train Station and / or Gosford CBD. It would be worth exploring opportunities to improve the cycle infrastructure along the start (Racecourse Road) and end (Showground Road) of this route; and
- **Cycle Route #2:** utilise the existing 3.0m wide pathway on the northern side of the Central Coast Highway, which terminates at Russell Street. From that point, there is a continuous pathway network through to the Gosford CBD and Gosford Train Station. It would be worth exploring opportunities to improve the cycle infrastructure along this section of the route.

Given the above, it is recommended that Council:

- fast-tracks the feasibility investigations for Site 5 and 6;
- undertake financial feasibility investigations for the proposed expansion to the 'Park n Ride (Bus)' scheme, and identify key drop-off / pick-up locations along both bus routes to maximise coverage;
- investigate opportunities to co-locate a cycle share scheme at Sites 5 and 6, and provide cycle parking facilities at the Gosford Train Station, commercial core, and CCLHD precinct; and
- implement dedicated or priority cycle and bus infrastructure along the identified routes connecting Sites 5 and 6 with the commercial core to maximise efficiency and reduce travel times along the routes.

Strategy Item #7 could provide an additional 1,900 all-day parking spaces on the fringe / outside of the study area. However, quality bus (Park n Bus) and cycle (Park n Cycle) provisions will be required for access into the core.

6.4.3 Strategy Item #8: Targeted Conversion of Kerbside Parking Allocation

Figure 6.11 illustrates the typical parking utilisation triggers for modifying kerbside parking allocation.

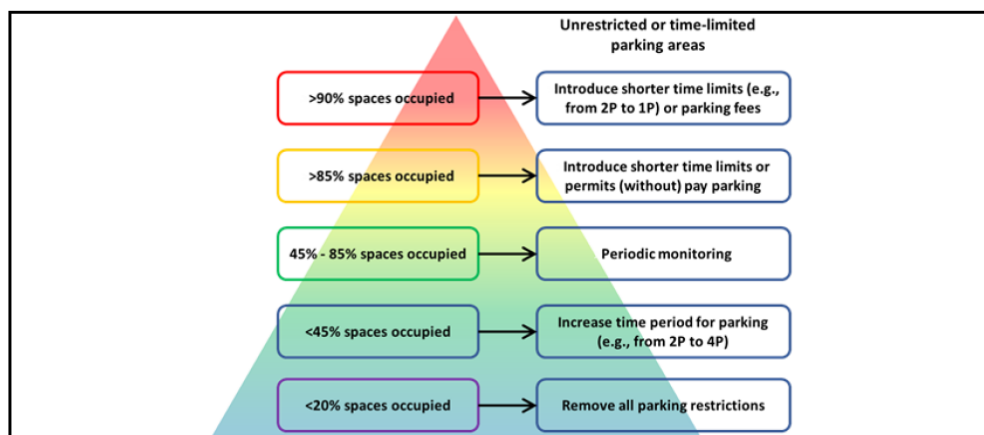


Figure 6.11: Utilisation Triggers for Modifying Kerbside Parking Allocation

Table 6.10 provides a summary of the potential modifications in each Precinct based on the above triggers.

Table 6.10: Peak Kerbside Parking Occupancy by Precinct

Precinct	Long-Stay	Short-Stay	Total	Potential Modification of Allocation
1	76%	68%	71%	Periodic monitoring (no change required)
2	63%	81%	65%	Periodic monitoring (no change required)
3	68%	80%	71%	Periodic monitoring (no change required)
4	87%	64%	86%	Consider introducing shorter time limits
5	55%	38%	54%	Consider introducing longer time limits

Based on the above, the following potential modifications are noted:

- **Precinct 4 (Hospital & Schools):** convert long-stay into short-stay parking in proximity to the hospital; and
- **Precinct 5 (Station & Surrounds):** convert short-stay into long-stay parking.

Within Precinct 4, 90% of all kerbside parking is unrestricted and is generally utilised by the CCLHD. Parking occupancy survey data indicates high utilisation of this parking from 7am to 3pm, as such, it is difficult for patients / visitors to find a free parking space. For this reason, there is an opportunity to convert long-stay kerbside parking in proximity to the GDH into short-stay parking. This could be introduced over time, to allow impacted staff to utilise new short-parks car parks (Strategy Item #3) and / or Park n Bus (Strategy Item #4).

Within Precinct 5, 97% of all kerbside parking is already unrestricted. As such, there is no merit to introducing longer time limits. Furthermore, it is noted that the 'spare kerbside parking capacity' within Precinct 5 is located towards the south-west extent of the study area, away from the key parking generators (i.e. Gosford Train Station etc.), which would contribute to the low surveyed occupancy rates.

In summary, it is recommended that Council considers converting long-stay kerbside parking in proximity to the GDH into short-stay parking to increase available for customers, as illustrated on Figure 6.12 below.

Strategy Item #8 could help patients and visitors at within the CCLHD to gain access to free short-stay kerbside parking. It would complement other strategies, by relocating all-day staff parking to the fringe of the study area.



Figure 6.12: Targeted Conversion of Kerbside Parking Allocation

6.4.4 Strategy Item #9: Improve Public Transport Services, including Train Timetable Changes

The parking interview surveys highlighted a number of key public transport related issues, including:

- the existing bus network is not frequent or convenient and cannot compete with car accessibility, with only 16% of respondents indicated that they would prefer to utilise a bus for access into the CBD; and
- the existing train timetable 'artificially' create a significant parking demand at the Gosford Train Station, with 44% of respondents at the commuter car park indicating they would prefer to utilise an alternative train station if additional services were provided.

Whilst it is important for Council to work with the Department of Transport for New South Wales (TfNSW) to improve bus coverage and frequencies to / from the Gosford CBD over time, it would be very difficult to achieve any real short or median-term modal shifts without significant changes to bus services and network.

However, an alternative to increasing all-day parking supply within the Gosford CBD, would be to reduce demand. A realistic mechanism to reduce demand would be to modify the train timetable to shift / spread the demand to other train stations. It is worth noting that 44% of 1,115 vehicles is approximately 500 vehicles.

Based on a detailed review of the existing train timetable, the following key points are noted:

- there are 13 train stations within the Central Coast LGA;
- Gosford Station and Woy Woy Station are the main commuter stations with 15 direct inbound services to the Sydney CBD in the morning peak period (6:00 to 9:00) and 16 direct outbound services from the Sydney CBD in the afternoon peak period (16:00 to 19:00);
- the travel time to / from Sydney CBD via Gosford Station and Woy Woy Station is approximately 70 and 80 minutes respectively, compared to approximately 90 to 100 minutes via Tuggerah and Wyong; and
- stations either side of Gosford Station have very limited daily and peak period services despite similar travel times to / from Sydney CBD. For example:
 - Lisarow Train Station (located less than 7km north of Gosford Station) current has one (1) direct inbound service to the Sydney CBD in the morning peak period (6:00 to 9:00) and five (5) direct outbound services from the Sydney CBD in the afternoon peak period (16:00 to 19:00); and
 - Tascott Train Station (located less than 2.5km south of Gosford Station) current has five (5) direct inbound service to the Sydney CBD in the morning peak period (6:00 to 9:00) and five (5) direct outbound services from the Sydney CBD in the afternoon peak period (16:00 to 19:00).

Based on the above, it is recommended that Council:

- commence discussions with TfNSW to extend express services to other stations to the north;
- identify a suitable train station or stations either side of Gosford Station that could accommodate a new multi-story parking station; and
- undertake relevant feasibility and impact investigations for a preferred site.

Strategy Item #9 could help reduce parking demands within the Gosford CBD by 400 to 500 vehicles.

6.4.5 Strategy Item #10: Implement Smart Parking Initiatives to Maximise Use of Infrastructure

'Smart parking initiatives' utilise technology to notify users of available parking opportunities in order to reduce vehicular circulation and searching for parking spaces, and also maximise use of existing infrastructure. This technology can also assist with targeted enforcement (and therefore reduced enforcement costs) and also provide additional information to the public via apps and websites.

In November 2017, Council received a \$114,000 grant from the Australian Government to install 450 'smart parking' sensors. It is understood 200 parking sensors were recently installed within the Terrigal CBD, and that a further 250 parking sensors will soon be installed within the Gosford CBD. The data from the sensors will be linked to an app to provide motorists with parking information ahead of time.

Further to the above, it is recommended that Council investigates opportunities to implement a Gosford CBD-wide smart parking 'system'. This may include additional sensors for all parking within the commercial core as well as digital signs on approach to the Gosford CBD.

Strategy Item #10 could help maximise the use of existing parking infrastructure and improve compliance issues.

6.4.6 Strategy Item #11: Construct New Multi-Storey Parking Station/s

As outlined in the DCP2013, it is envisaged that the study area will accommodate an additional 10,000 residents and 6,000 jobs by 2036. Whilst each new development will be required to provide minimum off-street parking provisions, given the existing shortfall in all-day parking supply, it is likely that Council will need to plan for and construct a new multi-storey parking station or a number of stations to accommodate growth.

Based on the above, it is recommended that Council:

- identify suitable site/s on the CBD fringe to construct new parking station/s;
- undertake relevant feasibility and impact investigations for the preferred site/s; and

- develop funding scheme through development contributions in lieu of on-site parking provision.

Strategy Item #11 could help increase the all-day parking supply on the Gosford CBD fringe by 1,000 spaces.

7. CASE STUDIES

7.1 OVERVIEW

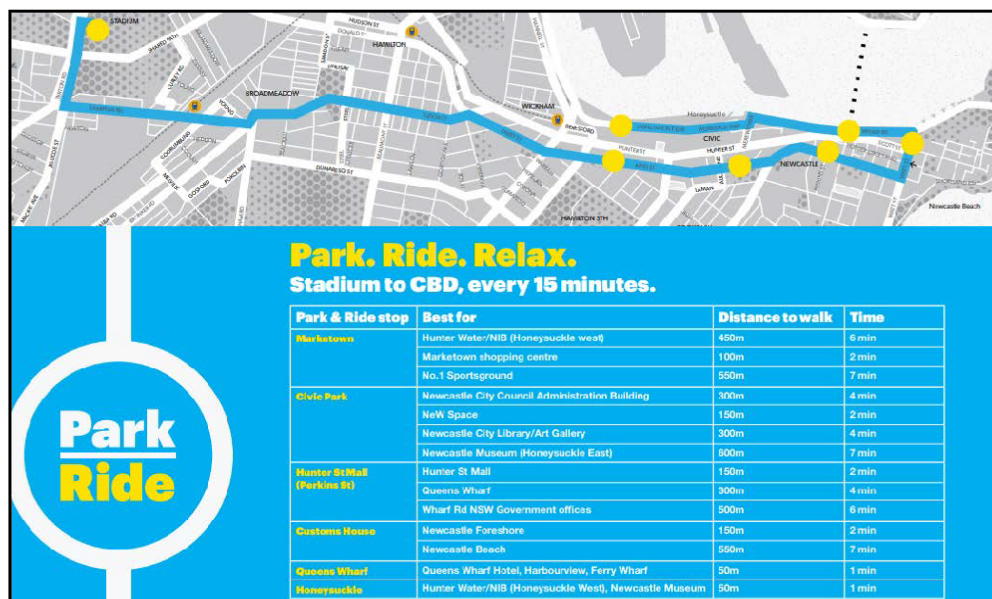
A high-level review has been undertaken of the following parking strategy options implemented by other local governments and road authorities within Australia:

- Newcastle City Council: Park n Ride (Bus);
- Transport Canberra: Park n Ride (Bus) and Park n Ride (Cycle); and
- City of Gold Coast Council: Smart Parking Initiatives.

7.2 NEWCASTLE CITY COUNCIL: PARK N RIDE (BUS) SCHEME

Since 6th November 2017 (7 months ago), Newcastle City Council has been trialling a 'Park n Ride (Bus)' service from the McDonald Jones Stadium into the Newcastle CBD. The bus route (6km) and bus stop locations within the CBD are illustrated on Figure 7.1, with relevant details summarised below.

- **Frequency of Service:**
 - Inbound: Monday to Friday, 7:00am to 9:00am, with buses every 15 minutes (9 services);
 - Outbound: Monday to Friday, 4:30pm to 6:30pm, with buses every 15 minutes (9 services); and
 - no off-peak or weekend services.
- **Cost of Service:** \$2.20 per day to park a vehicle at the stadium, however the bus is free;
- **Patronage:** over 1,000 registrations received in first two (2) months;
- **Proposed Benefits:**
 - CBD stops designed to deliver commuters within a few minutes' walk of anywhere in the CBD;
 - commuters can save over \$1,440 per year in parking fees (based on \$8 per day for parking);
 - predicted to take up to 350 commuter cars off the roads; and
 - promote public transport and free up parking spaces for shoppers.
- **User Survey Feedback (January 2018, based on an online survey with 243 participants):**
 - 56% indicated that the service times met their commuting needs; however
 - 79% wanted earlier start times in the afternoon (e.g. 3.00pm);
 - 24% wanted later finish times in the morning (e.g. 9.30am); and
 - 23% wanted later finish time in the evening (e.g. 6.30pm).



Source: www.newcastle.nsw.gov.au

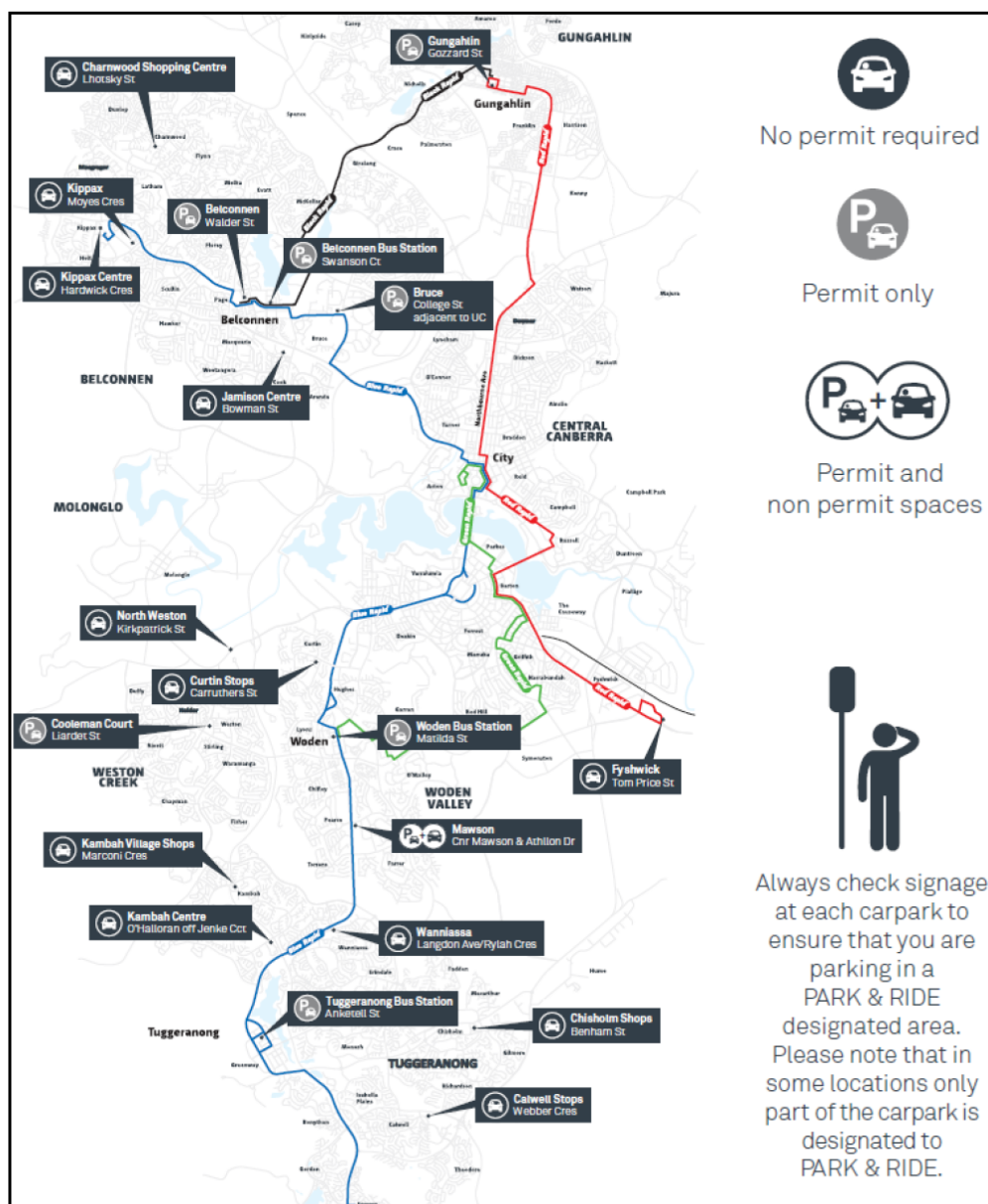
Figure 7.1: Case Study: The City of Newcastle – Park n Ride (Bus)

In summary, it appears that the service is well utilised, however the service times are a key challenge.

7.3 TRANSPORT CANBERRA: PARK N RIDE (BUS & CYCLE) SCHEMES

Transport Canberra operate a comprehensive 'Park n Ride (Bus)' as illustrated on Figure 7.2.

It is noted that Transport Canberra utilise a different 'Park n Ride (Bus)' model compared to Newcastle City Council. Allocated parking spaces are offered to passengers to park their vehicle at 18 parking locations around the city, before they catch an 'ACTION' bus to complete their journey. The 'ACTION' rapid bus routes are general transit routes, not specifically dedicated 'Park n Ride (Bus)' routes.



Source: www.transport.act.gov.au

Figure 7.2: Case Study: Transport Canberra – Park n Ride (Bus)

Relevant details of the 'Park n Ride (Bus)' scheme are summarised below:

▪ **Route Details:**

- **Blue Rapid 300:** connecting Belconnen, City, Woden and Tuggeranong (40km);
- **Green Rapid 6:** connecting Woden, Canberra Hospital, Narrabundah College, Manuka, Kingston, Barton and the City (20km); and
- **Red Rapid 200:** connecting Gungahlin, City, Russell, Barton, Kingston and Fyshwick (24km).

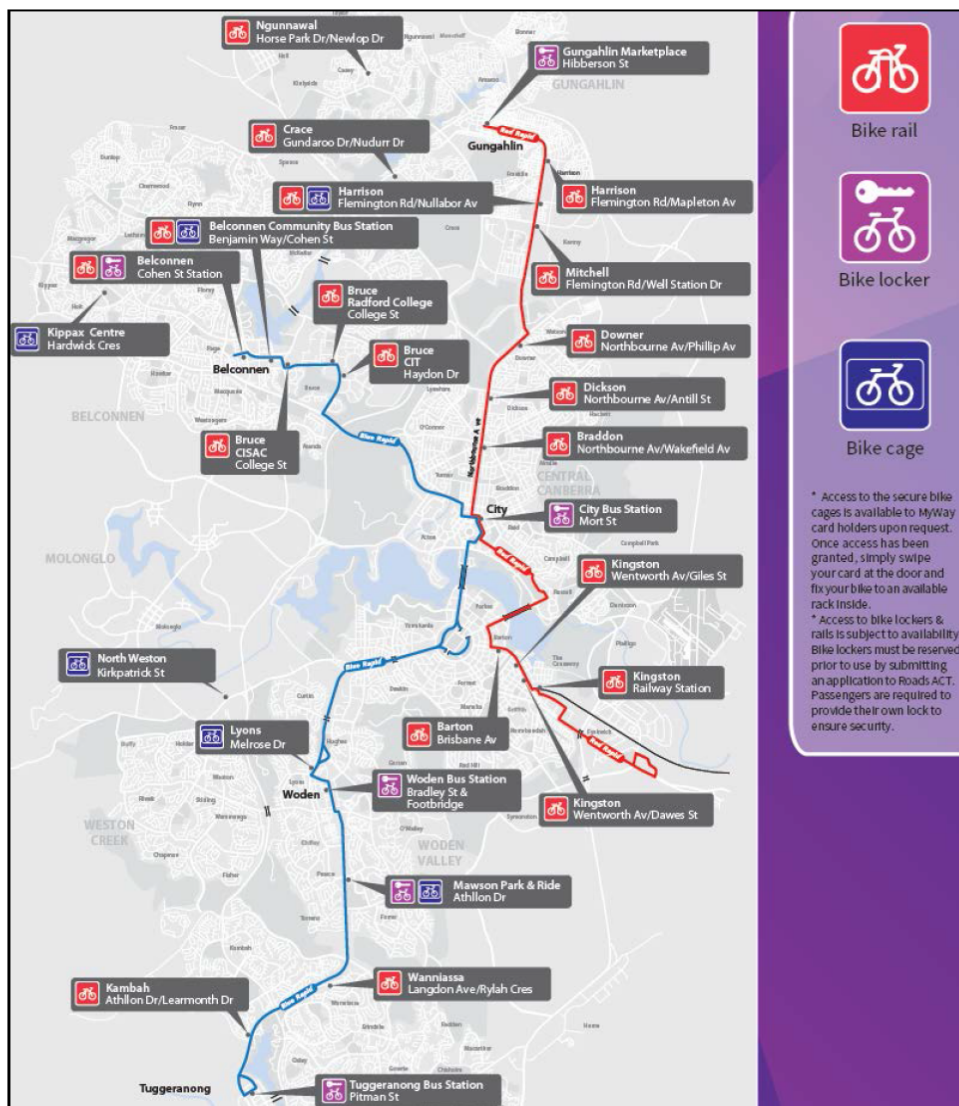
▪ **Frequency of Service:**

- **Blue Rapid 300:** buses depart every 5-8 minutes from 7:00am to 7:00pm and every 15 minutes in the evening. Selected services extend to Kippax and Lanyon;
- **Green Rapid 6:** buses depart every 15 minutes or better from 7:00am to 7:00pm; and
- **Red Rapid 200:** buses depart every 15 minutes from 7:00am to 7:00pm and more frequently in peak.

- **Cost of Service:** regular bus fares apply with \$3.14 / trip during peak and \$2.49 / trip during off-peak.

In summary, the Transport Canberra model increases geographical coverage and service frequencies by utilising the existing general transit routes, rather than dedicated 'Park n Ride (Bus)' routes.

Transport Canberra also operate a complementary 'Park n Ride (Cycle)' scheme as illustrated on Figure 7.3.



Source: www.transport.act.gov.au

Figure 7.3: Case Study: Transport Canberra – Park n Ride (Cycle)

Relevant details of the 'Park n Ride (Cycle)' scheme are summarised below:

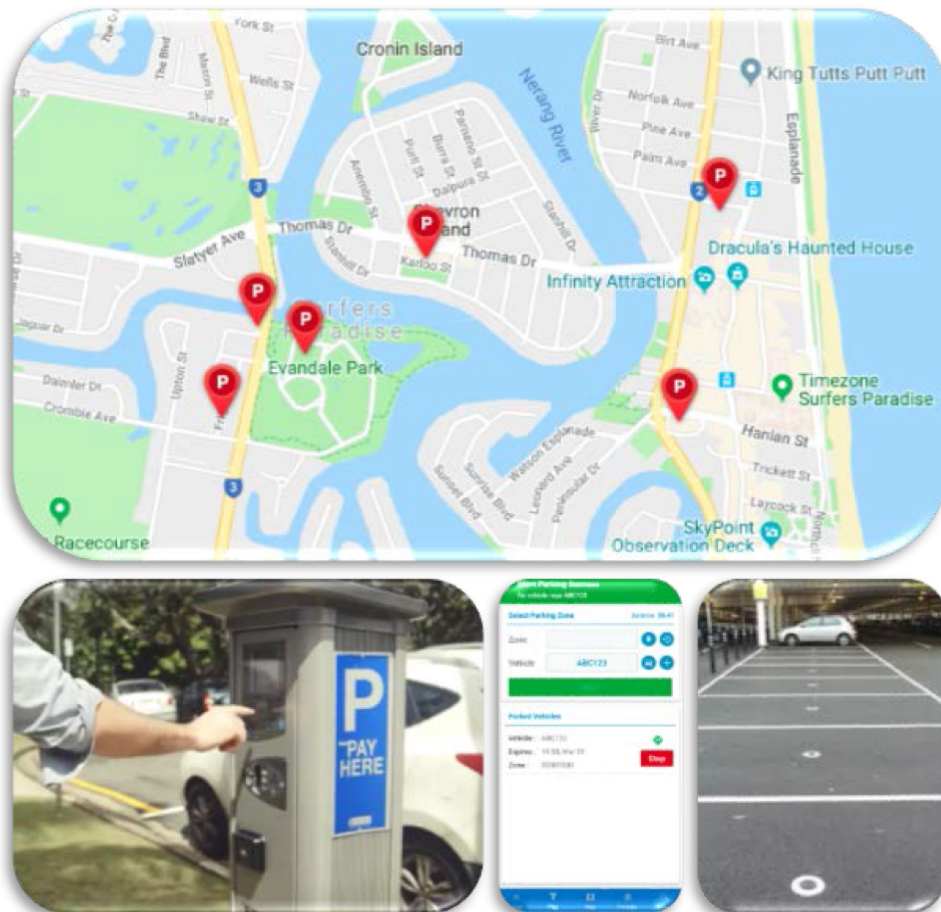
- the intent is to combine bike and bus travel, with patrons riding to a bus stop, before they catch an 'ACTION' bus to complete their journey. Regular bus fares apply; and
- the system includes bike cages, lockers, rails, as well as bike racks on buses to encourage usage.

In summary, the 'Park n Ride (Cycle)' scheme complements the 'Park n Ride (Bus)' scheme, with adequate cycle infrastructure in place to encourage usage.

7.4 CITY OF GOLD COAST: SMART PARKING INITIATIVES

The City of Gold Coast is leading the way with smart parking technology having recently introduced a range of initiatives to make it easier to find parking and to 'keep the city moving'. Some of the initiatives are listed below and illustrated on Figure 7.4:

- installation of parking meter machines with the latest technology (i.e. flexibility payment, ticketless);
- installation of in-ground sensors and numbered parking bays;
- a smartphone app that works in conjunction with the integrated parking system (including the new parking meters machines and in-ground sensors) and provides information on parking prices, locations, maximum stay and real time parking availability;
- 'floating' parking prices which allow Council to increase or decrease the price of parking in individual streets based on utilisation. This will make it cheaper to park in streets with rarely used meters and more expensive in busy areas;
- SMS reminder to users when their time limit is about to expire; and
- ParkInCentre Schemes (PICS) which allow parking prices to be adjusted up or down in 20 cent increments each quarter, according to occupancy.



Source: <http://www.goldcoast.qld.gov.au/the-goldcoast/city-parking-map-23619.html>

Figure 7.4: Case Study: City of Gold Coast Council – Smart Parking Initiatives

8. CONCLUSIONS

All-day parking supply within the Gosford CBD is at practical capacity now and will be significantly impacted in the foreseeable future due to the following factors:

- the Australian Taxation Office (recently constructed) and the NSW Government Finance Building (currently under construction) will collectively generate in the order of 1,200 new jobs within the commercial core, however will provide only 200 additional off-street parking spaces, which equates to one (1) space per six (6) employees. Under an opportunistic rate of 1.5 employees per parked vehicle, the potential overflow all-day parking demand could be in the order of 600 spaces;
- the Gosford District Hospital is currently undergoing a major redevelopment. Whilst the expansion will include the construction of a new 800 space multi-story parking station for staff, patients and visitors, the expansion will likely increase the demand for free all-day kerbside parking within walking distance of the hospital. Whilst this is difficult to quantify, it could be in the order of 200 to 300 spaces; and
- the privately-owned Kibbleplex Shopping Centre is planned to be redeveloped in the foreseeable future. It currently provides 535 free all-day parking spaces in the heart of the CBD, which equates to approximately 50% of the publicly available all-day parking supply within the commercial core.

The above findings highlight that there could be a shortfall of 535 all-day parking spaces within the core in the immediate future, and that this shortfall could increase to approximately 1,200 spaces once the Australian Taxation Office and NSW Government Finance Buildings are constructed and operating at capacity. This shortfall in all-day parking supply will inevitably 'drive' demand into surrounding streets, reducing supply for bona-fide visitors and customers.

To plan for and mitigate the imminent all-day parking shortfall within the Gosford CBD, Council will need to:

- protect short-term on-street parking within the commercial core for business customers; and
- provide more all-day parking opportunities, quickly.

Noting the above, the following short-term actions are recommended for further consideration:

- **Strategy Item #1:** utilise spare capacity at the Baker Street parking station (+100 spaces);
- **Strategy Item #2:** utilise spare capacity at the Central Coast Leagues Club (+120 spaces);
- **Strategy Item #3:** construct 'temporary car parks' on the fringe of the CBD (+1,200 spaces);
- **Strategy Item #4:** implement a 'Park n Ride (Bus)' scheme to service the 'temporary car parks' on the fringe of the CBD, and run shuttle bus loop service into and around the CBD;
- **Strategy Item #5:** implement a 'Park n Ride (Cycle)' in conjunction with Strategy Item #4; and
- **Strategy Item #6:** introduce metered on-street parking within the commercial core over time to protect CBD customer parking and utilise revenue to fund other schemes (e.g. Park n Ride (Bus) etc.).

Strategy Item #1 and #2 utilise existing public and private parking infrastructure and could relatively quickly and easily accommodate in the order of 220 all-day parking spaces within / on the fringe of the core.

Strategy Item #3 would take longer to implement due to planning, funding, and land ownership constraints. Importantly, the four (4) sites could provide in the order of 1,200 all-day parking spaces on the fringe of the CBD. However, to be successful it would also require Strategy Item #4, #5, and #6 to be implemented.

In addition to the short-term strategies, the following medium to long-term strategies should be considered:

- **Strategy Item #7:** expand the 'Park n Ride (Bus & Cycle)' schemes, and include a parking station and shuttle bus service on the eastern side of the "Central Coast and Newcastle Line" (+1,900 spaces);
- **Strategy Item #8:** convert of existing all-day kerbside parking within the CCLHD precinct over time into short-stay parking, to increase availability for patients and visitors;
- **Strategy Item #9:** improve public transport services, including changes to the train timetable;
- **Strategy Item #10:** implement smart parking initiatives within the core to provide information to minimise traffic circulation, reduce enforcement costs and to monitor usage; and
- **Strategy Item #11:** construct new multi-level parking station/s on the fringe of the Gosford CBD.

The medium to long-term strategies will be explored in further detail during the Part 2 report.

APPENDIX A

RAW PARKING OCCUPANCY DATA



APPENDIX B

PARKING OCCUPANCY BY HOUR OF THE DAY



APPENDIX C

RAW PARKING INTERVIEW DATA



REGIONAL PLANNING PANEL (Hunter Central Coast)

Planning Report

JRPP No	2018HCC004
DA Number	DA/44/2018
Local Government Area	Central Coast Council
Proposed Development	Residential Flat Building consisting of 34 dwellings under SEPP (Affordable Rental Housing) 2009 and associated demolition works.
Street Address	6-10 Dunleigh Street Toukley, Lots 4, 5 and 6 DP.22986
Date lodged	19 January 2018
Applicant	Compass Housing c/- Barr Property and Planning
Architect:	CKDS Architecture
Number of Submissions:	53 submissions
Estimated value:	CIV \$9.1 million
Regional Development Criteria	Capital investment value exceeding \$5 million for affordable housing
List of All Relevant s4.15(1)(a) Matters	<ul style="list-style-type: none"> • <i>State Environmental Planning Policy (Affordable Rental Housing) 2009.</i> • <i>State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development</i> • <i>State Environmental Planning Policy No. 71 – Coastal Protection</i> • <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i> • <i>State Environmental Planning Policy 55 – Remediation of Land</i> • <i>State Environmental Planning Policy (State and Regional Development) 2011</i> • <i>State Environmental Planning Policy (Infrastructure) 2007</i> • <i>Wyong Local Environmental Plan 2013</i> • <i>Wyong Shire Development Control Plan 2013</i> <ul style="list-style-type: none"> - <i>Chapter 1.2 Notification of Development Proposals</i> - <i>Chapter 2.4 - Multiple Dwelling Residential Development</i> - <i>Chapter 2.11 - Parking and Access</i> - <i>Chapter 3.1 Site Waste Management</i> - <i>Chapter 5.4 - Greater Toukley</i>
List all documents submitted with this	Attachment 1 – Numerical Compliance Table Attachment 2– Apartment Design Guide – Compliance Table

report for the panel's consideration	Attachment 3- State Environmental Planning Policy No 71 – Coastal Protection Attachment 4 Applicant's Clause 4.6 Exception to development standard – height of building Attachment 5 – Draft recommended conditions
Recommendation	Conditional Approval
Report by	Salli Pendergast – Principal Development Planner

CENTRAL COAST COUNCIL

Development Assessment

Proposed demolition works and the construction of a residential flat building (34 dwellings) under the provisions of SEPP (Affordable Rental Housing) 2009

DA/44/2018

Author: S Pendergast

SUMMARY

A development application has been received for demolition works and the construction of a residential flat building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley. The application has been assessed having regard to the matters for consideration detailed in Section 4.15 of the *Environmental Planning and Assessment Act 1979* and other statutory requirements.

Applicant	Compass Housing C/-Barr Property and Planning
Owner	J J I Kim & Y Choi
Application No	DA/44/2018
Description of Land	6-10 Dunleigh Street, Toukley, Lots 4, 5 and 6, DP 22986
Proposed Development	Construction of a residential flat building (34 dwellings) under the provisions of SEPP (Affordable Rental Housing) 2009 and associated demolition works
Site Area	2161.2m ²
Zoning	R3 – Medium Density Residential
Existing Use	Three dwelling houses
Value of Works	\$9.1 million

RECOMMENDATION

- 1 That the Regional Planning Panel grant consent to DA/44/2018 at 6-10 Dunleigh Street, Toukley for construction of a residential flat building (34 dwellings) under the provisions of SEPP (Affordable Rental Housing) 2009 and associated demolition works subject to the conditions provided in Attachment 5.***
- 2. That Council advise those who made written submissions of Council's decision.***
- 3. That the Regional Planning Panel assume the concurrence of the Secretary of the Department of Planning and Environment in accordance with the written notification of assumed concurrence issued under clause 64 of the Environmental Planning and Assessment Regulation 2000.***

PRECIS

- The proposal seeks approval under the provisions of State Environmental Planning Policy (Affordable Rental Housing) 2009 for the construction of a residential flat building comprising 34 dwellings.
- The proposal seeks a variation to Council's maximum height of buildings control under clause 4.3 of Wyong LEP 2013 and a clause 4.6 exception to the development standard has been prepared by the applicant.
- The proposal also seeks a variation to other planning controls under Council's DCP Chapter 2.4, the Apartment Design Guide and SEPP (Affordable Rental Housing) 2009 including the provisions of communal open space, landscaped area, dwelling mix, the maximum dwellings from a common core and the maximum dwellings permitted with a southerly aspect.
- The value of the development is approximately \$9.1 million. Due to the value of the development the application will be determined by the Hunter and Central Coast Regional Planning Panel.
- The proposed development was amended to reduce the height and comply with setbacks and FSR. The notification of the amended plans resulted in the receipt of 53 submissions.

INTRODUCTION

The Site

The subject site comprises three lots (each with a lot frontage of 15.24m and a depth of 47.27m and each 720.4m² in area) totalling a site area of 2161.2m². The topography of the site is generally flat. The site fronts Dunleigh Street to the east and Tamar Avenue to the south. There is an existing dwelling house situated on each lot fronting Dunleigh Street.

Surrounding the site are low density dwelling houses to the west, south and east. To the north are existing town houses and a Council owned vacant lot on the corner of Main Road and Dunleigh Street. Beyond this to the north is Main Road and approximately 500m walk to the east is the Toukley Shopping Centre. There are traffic lights on the corner of Main Road and Dunleigh Street and a bus stop on Main Road approximately 70m from the site. The site is not flood affected but there is localised flooding within the road reserve frontage.

There is a zone transition to the south of the site on the opposite side of Tamar Avenue to R2 Low Density Residential. There is another zone transition to R1 General Residential west of the site along the southern side of Beachcomber Parade.



Above: Aerial view of subject site (left) and more distance aerial view (right)

The Proposed Development

The development application has been lodged seeking approval for the demolition of the existing three dwelling houses, garages and other structures on the site and the construction of a residential flat building under the provisions of SEPP (Affordable Rental Housing) 2009 (SEPP ARH). The initial proposal included 40 dwellings over 6 levels, however this was subsequently amended to include a proposed 34 dwellings over 4 levels. Additionally the applicant for the development was changed from the land owner to a community housing provider (ie. Compass Housing). There are different planning controls under SEPP ARH that apply to development *in the case of where a development application is made by a social housing provider*.

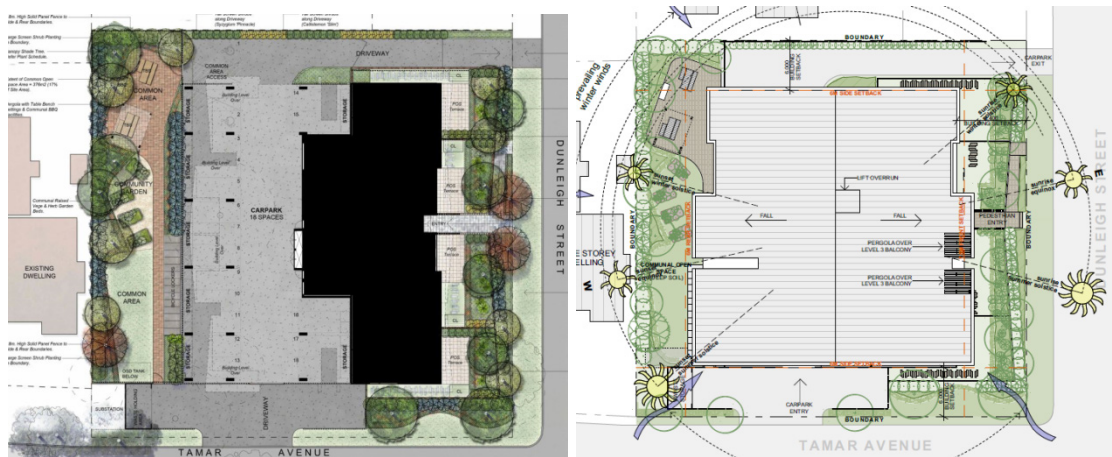
The details of the amended proposal which includes construction of a residential flat building for 34 dwellings include:

Demolition of the existing buildings and structures on the site and construction of a 4 storey residential flat building (3 above ground levels) containing:

- 1 x 1 bedroom unit
- 33 x 2 bedroom units
- 18 parking spaces at ground level (2 accessible spaces) with entry from Tamar Avenue and exit to Dunleigh Street
- 14 bike lockers and 1 motorcycle parking space
- An external waste holding and loading area and an internal waste storage room
- Tree removal and landscaping works
- Lot consolidation

All dwellings have been nominated for affordable housing pursuant to the SEPP and will be managed by Compass Housing who is a registered community housing provider. Compass Housing have advised that the development will be operated by them for a minimum period of 25 years. Communal open space is provided along the western boundary of the site. The proposal includes the removal of the existing trees on the site to accommodate the development. There are four adaptable dwellings on the ground floor level (Units G01-G04). The external materials include masonry blockwork, fibre cement sheeting, timber cladding, metal roof, aluminium framed windows and fixed glass balustrades.

The proposal seeks variation to a number of the relevant planning controls including height (for which a Clause 4.6 variation accompanies the application).



Above: Site landscape plan (left) and roof top view (right)



Above: Street view from Dunleigh Street (eastern elevation)



Above: Street view from Tamar Avenue (southern elevation)



Above: View of the site from Dunleigh Street looking west



Above: View of Tamar Lane looking west

VARIATIONS TO PLANNING INSTRUMENTS, PLANS, POLICIES AND GUIDES

Clause	4.3 – Height of Buildings
Standard	12m maximum building height
LEP	Wyong Local Environmental Plan (WLEP) 2013
Departure basis	13.8m building height proposed which is 1.8m in excess of requirement (15%) variation.

Clause	14(c) Standards that cannot be used to refuse consent - Landscaped Area
Standard	Landscaped area (for social housing provider) is at least 35m ² per dwelling
SEPP	State Environmental Planning Policy (Affordable Rental Housing) 2009
Departure basis	23m ² per dwelling is proposed which is a shortfall of 12m ² /dwelling (or a total shortfall area 393m ²) and represents a variation of 34%. A landscaped area of 1190m ² is required (55% of site) however, a landscaped area of 797m ² is proposed (37% of site). The provision of landscaped area had complied when the landowner was nominated as the applicant, however when the nominated applicant changed to a community housing provider an increased landscaped area applies resulting in the shortfall. Note: The proposal achieves compliance with the landscaped area requirements under Chapter 2.4 of Wyong Development Control Plan 2013 (WDCP) and the Apartment Design Guide (ADG).

Objective	3D-1 Communal Open space - Design Criteria 1
Design Guidance	25% site area is to be used as Communal Open Space
ADG	Apartment Design Guide - NSW Planning & Environment
Departure basis	Proposed 340m ² (16% site area) but 25% (540m ²) required. Variation of 36% and a shortfall of 200m ² area. Note: The proposal complies with the communal open space requirements under Chapter 2.4 of WDCP 2013.

Objective	4F-1 – Common Circulation and Spaces (Amenity)
Design Guidance	The maximum number of apartments off a circulation core on a single level is 8.
ADG	Apartment Design Guide - NSW Planning & Environment
Departure basis	Single core with a maximum of 10 dwellings off the core (25% variation)

DCP Clause ADG Objective	12.1a – A variety of dwelling types 1, 2, 3, & 4 bedrooms 4K-1 - A variety of apartment types and sizes to cater for different house hold types now and into the future
Standard and Design Guidance	Dwelling mix
DCP & ADG	Wyong Development Control Plan (WDCP) Chapter 2.4 – Multiple Dwelling Residential Development Apartment Design Guide - NSW Planning & Environment
Departure basis	1x 1 bedroom and 33 x 2 bedroom. Non numerical variation based on satisfying existing demand for smaller dwellings.

Clause	6.3.3 – Solar access – Residential Flat Buildings
Standard	Maximum of 10% of dwellings with a southerly aspect (SE-SW)
DCP	Chapter 2.4 Multiple Dwelling Residential Development
Departure basis	23.5% of dwellings do not achieve compliance which equates to 8 dwellings. However, the proposal complies with the other applicable solar access requirements for the development.

The proposed variations are discussed later in the report.

ANY SUBMISSION MADE IN ACCORDANCE WITH THIS ACT OR REGULATIONS

Any submission from the public.

The application was notified for two separate periods in accordance with Wyong DCP 2013 – Chapter 1.2 Notification of Development Proposals. Under the initial notification period, 25 submissions plus 2 petitions (21 names and 25 names) were received. Following receipt of amended plans which significantly lowered the height and reduced the FSR, the application was notified for a second period with 53 submissions being received. The general issues raised in relation to the proposal are included below.

- *Building height, bulk and scale excessive and out of character & disrespects surrounding neighbourhood and streetscape; over development – too many units on a small site with difficult access; precedent for other excessive development. The density/overcrowding of the development is unhealthy for its residents; exceeds floor space ratio; the proposal encroaches on the boundaries/building setbacks.*

Comment

The proposal was amended to comply with Council's planning controls for the maximum floor space ratio and applicable setbacks for the site. Although a variation is sought to Council's maximum building height, the extent of variation is considered reasonable in the context of the site. This is because the height variation will not be readily discernable from areas surrounding the site and will not unreasonably impact on the streetscape or upon the amenity of surrounding properties.

The original building height has been substantially reduced under the amendments to the plan such that the proposal is below the maximum permitted floor space area. The development was reduced from 40 units to 34 units and from 6 levels (19.1m) to 4 levels (13.8m) under the amended plans. The variation to the height includes a lift over run structure at roof top midway of the building footprint that will not be readily viewed from areas surrounding the site. It is noted that the site is identified as part of a larger key site that permits a maximum building height of 25 metres in specific circumstances, however, the proposal does not utilize these provisions and the 12 metre maximum height is therefore applicable to the proposed building.

The proposal provides sufficient articulation and visual interest in the façade design to minimise visual bulk and scale and landscaping along the frontages has been included to soften the appearance of the building to the street. The building height variation is supported and strict compliance with the development standard is considered unreasonable or unnecessary and there are sufficient environmental planning grounds to justify contravening the development standard. This is discussed in further detail later in the report.



Above: Front Elevation showing the 12 metre maximum height

- *Insufficient parking provided which will result in parking on surrounding streets. At least 1 space should be required for each dwelling. Not enough and unsuitable street parking.*

Comment

The applicant for the proposal has been amended to be a social housing provider under the provisions of SEPP (ARH). Therefore, the parking provision to apply to the proposal under Clause 14(2)(a)(i) is a lesser rate being 0.4 spaces for each 1 bedroom dwelling and 0.5 parking spaces for each 2 bedroom dwelling totalling a required parking provision of 17 spaces.

A total of 17 spaces has been provided which is therefore compliant with the car parking requirements of the SEPP, although this is significantly less than Council's DCP rate (requiring 48 spaces for the development), in the event of any inconsistency, the SEPP takes precedence over Council's car parking requirements.

- *Overshadowing impacts*

Comment

Shadow diagrams have been prepared for the development. The diagrams indicate the scenario mid-winter on the shortest day of the year as well as mid-summer on the longest day of the year in order to ascertain shadowing impacts from the development throughout the year. The diagrams demonstrate that there are no unreasonable amenity impacts resulting from solar access loss to any existing surrounding residential development or public areas as a consequence of the development. The overall extent of shadowing impact resulting from the proposal is not excessive or unreasonable given the nature of the development being medium density and the configuration and location of the site within an established residential area.

- *Amenity impacts on surrounding properties including privacy and visual impacts. Balconies all overlook surrounding yards and look directly into bedrooms of adjoining dwellings.*

Comment

In relation to other potential impacts to neighbouring amenity, physical distance and separation will minimize the potential visual privacy issues. In this regard, the proposal includes compliant setbacks to all boundaries which provide sufficient separation to minimize the extent of any potential impacts. Balustrading to balconies will comprise non-transparent materials (ie. timber cladding) which restrict the external views available from within each dwelling. This design of balustrade directs viewing outwards rather than downwards. Adequate landscape screening has also been included to all boundaries minimize the potential for overlooking.

- *Potential noise impacts*

Comment

There is not expected to be any unreasonable or significant noise impacts associated with the ongoing use of the site for medium density residential purposes. The potential for noise from the use of the parking area, plant and equipment and waste collection activities was considered in the assessment of the DA and is further discussed later in the report. There will be potential noise impacts during construction; however, these will be limited by the imposition of recommended conditions during works. The conditions include standard construction hours; adoption of sound attenuating devices in respect of all power operated plant and use of the quietest available plant; and notice to surrounding occupants prior to noise generating construction works commencing.

- *Visual impacts – eyesore. Tallest building around Toukley.*

Comment

The site context is undergoing a transition and the proposal is consistent with the planned future character of the area as an R3 zone. It is acknowledged that the proposed building will be visible from areas surrounding the site. This is due to the existing low density site context comprising one and two storey buildings within which the site is located. Although there is a variation proposed to the height, the extent of variation is not significant or unreasonable within the site context. The proposal has been designed to achieve compliance with the design quality principles under SEPP 65 and the planning and design standards for residential apartments within the Apartment Design Guide. Each facade of the building includes visually recessive external finishes and a variety of materials to enhance the appearance of each elevation. The overall appearance of the building is considered to be of a satisfactory visual quality. Council's Architect has reviewed the amended plans and considers them satisfactory in relation to compliance with SEPP 65 and the ADG.

- *Inadequate space for garbage bins on Tamar Avenue*

Comment

Council's Waste Management Assessment Officer required provision of off street garbage servicing in accordance with Council's Waste Guidelines due to the number of proposed dwellings. The proposal is considered satisfactory with regard to waste servicing and management subject to recommended conditions.

- *Social impacts and safety; Proximity to Beachcomber Hotel (top 6 most violent licensed venues); limited employment opportunities; increased crime/violence (theft drugs etc.); 'Affordable Rental Scheme' use would negatively impact the area and attract an*

undesirable demographic; poorer socio economic status of area and proposal will worsen; Socio economic groups should be spread out throughout the area not concentrated in one block (ghetto as low income units concentrated). Pressure on infrastructure including poor public transport, education and healthcare.

Comment

All of the dwellings on the site are proposed for affordable housing which is to be managed by Compass Housing for a period of no less than 25 years. A condition will be recommended requiring preparation of a positive covenant on the site requiring that for 25 years all units within the development are to be used as affordable housing managed by a registered community housing provider with the rent of each unit not to exceed the formula under Clause 6 of the SEPP. A social impact assessment and crime risk assessment were both prepared for the proposal to identify and address potential impacts associated with the proposal. Other conditions have also been recommended in relation to principles for Crime Prevention Through Environmental Design and the ongoing management of the affordable housing development.

- *Affordable rentals should be distributed evenly across the Central Coast not in several large developments; the necessity for affordable housing in the area.*

Comment

The proposal has been lodged under the provisions of SEPP (ARH) 2009 which permits infill affordable housing (in the form of dual occupancies, multi dwelling housing or residential flat buildings where permitted in the site zoning) within an accessible area. 'Accessible area' is a defined term under the SEPP. The R3 zoning of the site permits a residential flat building.

In relation to the Central Coast and NSW, Toukley has a lower median weekly household income, a lower proportion of residents in full time work and a higher proportion of people aged 65 and over. The Regional Plan (Department of Planning and Environment 2016:47) acknowledges that social and affordable housing will be needed for people on low incomes and increasing the overall supply of housing will help to reduce the upward pressure on the cost of housing. The proposal seeks to increase the supply of small affordable dwellings within an existing infill development site, in close proximity to the recognized local centre of Toukley.

- *Notification of proposal not extensive enough*

Comment

The initial notification was in accordance with Chapter 1.2 of WDCP 2013 (Notification of Development Proposals) for 21 days. There were 25 submissions plus 2 petitions (21 names and 25 names) received. Following receipt of amended plans, a broader notification was carried out including notification to a wider area surrounding the site. During this second notification period there were 53 submissions received.

- *Contrary to local character, area is characterised by detached residential dwellings, development should be limited to town house or attached terrace development. Building does not fit with 'village atmosphere' outline in the Toukley Planning Strategy 2010. Poor visual amenity.*

Comment

Under Council's Toukley Planning Strategy (TPS), the site is identified as a residential area planned for a transition to a height of 3-4 storeys. The proposal being 4 storeys is consistent with the strategy for increased residential density in the area. The proposal has been assessed against the relevant planning controls and policies and will not detract from the streetscape or the scenic qualities of the area.



Above: Extract from TPS

- *Economic impacts; Applicant making profit at community's expense; reduces property values of surrounding properties.*

Comment

There is no evidence to suggest that land values will be adversely impacted by the proposal. The site context is undergoing a transition and the proposal is consistent with the planned future character of the locality as identified under Council's planning controls for the area. The proposed development has been designed to allow for satisfactory separation of the proposed building to surrounding development to ensure the preservation of residential amenity to land surrounding the site. The proposal does not result in any unreasonable overshadowing or privacy loss but will provide additional affordable housing for Toukley to meet the increasing demand.

- *Traffic generation concerns; Increase traffic congestion along Main Road, Tamar Avenue and Dunleigh Street and the surrounding intersections; Traffic congestion will impact on local business; Additional traffic on surrounding roads.*

Comment

The traffic assessment accompanying the application concluded that traffic generated by the development will not have a significant impact on the adjoining road network. The traffic report estimates the likely traffic generation for the ground floor tenancies within the development to be in the order of 9.8 peak hour vehicle trips (PHVTs). Council's Traffic and Transportation Engineer has assessed the traffic impacts of the proposal and concluded that this level of traffic generation will not have an adverse impact on the surrounding road network. The development is considered to have negligible effect on the safety and operating outcome of the surrounding transport network. The likely traffic generation for the proposed development will not have a significant impact on the efficiency of the surrounding road network and the site is suitable for the proposed development.

- *Tamar Avenue unsuitable and unsafe for vehicle entry point for proposal as too narrow; Tamar Avenue is narrow and unsafe as such not suitable for two way traffic access; No parking in Tamar Avenue; Intersection of Tamar Avenue and Dunleigh Street is unsafe as too narrow Dunleigh Street is the defacto main route to avoid the speed humps on Main Road; Lack of footpaths in area; Parked cars will impede*

sightlines for drivers impacting on pedestrian, school children and elderly resident's safety in the backstreets.

Comment

The proposal seeks a one-way clockwise vehicle circulation arrangement through the site via a new entry only driveway fronting Tamar Avenue and exit only driveway fronting Dunleigh Street. The site is currently serviced via three driveway crossings fronting Dunleigh Street. Council's Roads and Drainage section has advised that no road widening of Tamar Avenue is required for this proposal. Recommended conditions require a civil works upgrade for the street frontages of the site including kerb and guttering, pavement construction (for Tamar Avenue) and provision of a concrete footpath along Dunleigh Street, plus street tree planting. Civil works will also include comprehensive road signage and pavement marking to be approved by the Local traffic Committee. No stopping signage is to be installed on both sides of Tamar Avenue. Suitable Construction Traffic Management plans will be required to ensure the safety of all road users.

- *Stormwater run-off to local waterways (no curb and guttering in Tamar Avenue); Flooding considerations/poor drainage;*

Comment

The proposal includes satisfactory stormwater management and disposal arrangements. The proposal includes a combined underground rainwater re-use / OSD system in the south-western corner of the property. An on-site stormwater detention and drainage system will be required to control the rate of runoff leaving the site. A non-return valve will be required at the site outlet to prevent stormwater / floodwater back flowing into the property drainage system.

Council's records indicate that the site is not affected by flooding, ponding and/or minimum floor level requirements. Localised flooding however is identified within the frontage road reserves. The 1% Annual Exceedance Probability (AEP) level is identified as 4.4m AHD therefore a minimum floor level of 4.9m AHD applies and has been provided for the building.

- *Developer should pay for footpaths in surrounding streets; No pedestrian crossings and footpaths*

Comment

Recommended conditions require the applicant to provide a concrete footpath and street tree planting along Dunleigh Street. Given the proximity to the traffic signal pedestrian crossing, a mid-block pedestrian refuge was considered unnecessary along Dunleigh Street.

- *Concern that Compass Housing will act in a similar manner as the department of housing to use the development for welfare/emergency accommodation.*

Comment

The proposal is for affordable housing and not short term or emergency accommodation.

- *Does not meet the objectives of WLEP 2013 R3 Medium Density Housing.*

Comment

Clause 2.3(2) of Wyong LEP 2013 states that the consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone. The proposal is considered consistent with the objectives of the R3 zone in that housing is provided that meets the needs of the community within a medium density residential environment in a manner which maintains the residential amenity of the surrounding area.

- *The units are small with difficult exits which would pose a fire hazard.*

Comment

The units satisfy the minimum dwelling size requirements identified under Clause 14(2)(b) of SEPP (ARH) 2009. This includes a minimum gross floor area of 50m² for one bedroom dwellings and 70m² for two bedroom dwellings. The proposal has been designed and will need to comply with the relevant fire safety requirements applicable to residential flat buildings in NSW and in accordance with the Building Code of Australia.

- *Compliance with planning controls needed. No architectural merit to warrant exceeding planning controls.*

Comment

The proposal includes variations to a number of planning controls under the Apartment Design Guide (ADG), SEPP (ARH) 2009, WLEP 2013 and Chapter 2.4 of WDCP 2013. The proposal includes variations to the required landscape area under SEPP (ARH); building height under WLEP 2013; communal open space, under the ADG and a number of internal layout and design aspects under both the DCP and ADG. The merits and impacts of these variations have been discussed in detail further in the report.

EXTERNAL CONSULTATION

Any submission from public authorities.

NSW Roads and Maritime Services

This application was referred to NSW Transport - Roads & Maritime Services Hunter Region and the following comments were made:

Roads and Maritime has reviewed the information provided and raises no objection to or requirements for the proposed development as it is considered there will be no significant impact on the nearby classified (State) road network.

However, further advice was provided to Council recommending specific matters that Council should address in determining the development and these have been included within the recommended conditions of consent.

NSW Police Force

The application was referred to the NSW Police Tuggerah Lakes Local Area Command Crime Prevention Officer for comment in relation to Crime Prevention Through Environmental Design (CPTED). In accordance with Council's Protocol, no comment was received within the specified 28 days nominated for comment, therefore Council can assume that the NSW Police raises no objection to the proposal.

INTERNAL CONSULTATION

The application has been referred within Council to:

- *Senior Development Engineer*

Council's Senior Development Engineer reviewed the supporting documentation for the proposal and raised no objection subject to recommended conditions of consent to address water and sewer servicing, drainage, vehicle and pedestrian access, structural works, site requirements, roadworks and other matters. These matters have been discussed in detail earlier in the assessment report under the likely impacts of the development.

- *Water and Sewer Planning*

Council's Section Manager Water Services and Design has reviewed the proposal. Sufficient capacity exists in Council's sewerage network for the proposed development. Water service is available for the proposed development from Dunleigh Street and Tamar Avenue and upgrade of the existing water main will be required. There is no objection raised to the water and sewer servicing of the proposal subject to recommended conditions, including payment of contributions and issue of an approval under the *Water Management Act 2000*.

- *Senior Environmental Health Officer (Environmental Protection)*

Council's Senior Environmental Health Officer has assessed the proposal and initially raised concerns regarding acoustic impacts. Following submission of an acoustic report, no further objection was raised subject to recommended conditions relating to the demolition of potentially contaminated structures (including the requirement for an Unexpected Finds Management Plan) and waste management.

- *Traffic and Transportation Engineer*

Council's Transportation Engineer has assessed the traffic generated by the development and advised that the development will not have a significant impact on the adjoining road network. Concerns were initially raised regarding the unsatisfactory parking provision for the proposal which did not comply with SEPP ARH 2009. The applicant for the proposal has since been changed to a community housing provider and as a consequence the parking provision complies. No further objection was raised.

- *Contributions Officer*

There is no objection raised by Council's Contributions Officer subject to the inclusion of a recommended condition in relation to the payment of monetary contributions (under Section 7.11) in accordance with Council's adopted plans (i.e. Toukley District Contributions Plan and Shire Wide Contributions Plan).

- *Architect*

Council's Architect has assessed the proposal within the context of the SEPP 65 design principles and the Apartment Design Guide. A number of matters were raised in relation to the design of the proposal and under the latest amended plans it is noted that the development complies with the solar access, cross ventilation, building separation, deep soil provision and other requirements for good design under the ADG.

- *Waste Management Assessment Officer*

Council's Waste Management Assessment Officer reviewed the proposal and provided comment regarding suitable waste servicing arrangements. No objection was raised and conditions have been recommended regarding waste management on the site.

- *Social Planner*

Council's Social Planner reviewed the amended social impact assessment provided for the proposal and raised concerns regarding the affordability of the development and how this will be managed. Additionally concerns were raised regarding the limited community consultation undertaken for the social impact assessment. A plan of management has been recommended as a condition of consent.

The issues raised in the referral process are discussed in the report and where relevant reflected in the conditions of consent.

ASSESSMENT

Having regard for the matters for consideration detailed in Section 4.15 of the *Environmental Planning and Assessment Act 1979* and other statutory requirements, Council's policies and Section 10.7 Certificate details, the assessment has identified the following key issues, which are discussed for Council's information.

THE PROVISIONS OF RELEVANT INSTRUMENTS/PLANS/ POLICIES

Relevant State Environmental Planning Policies (SEPPs)

State Environmental Planning Policy (Affordable Rental Housing) 2009

The site is located in land in the Sydney Region and is within an accessible area as defined under the SEPP as:

accessible area means land that is within:

- (a) 800 metres walking distance of a public entrance to a railway station or a wharf from which a Sydney Ferries ferry service operates, or
- (b) 400 metres walking distance of a public entrance to a light rail station or, in the case of a light rail station with no entrance, 400 metres walking distance of a platform of the light rail station, or
- (c) 400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the *Passenger Transport Act 1990*) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.

Sydney region means the region having that name declared under section 4 (6) of the Act.

Note. The Sydney region means land within the following Local Government Areas:

Ashfield, Auburn, Bankstown, Baulkham Hills, Blacktown, Blue Mountains, Botany, Burwood, Canada Bay, Camden, Campbelltown, Canterbury, Fairfield, Gosford, Hawkesbury, Holroyd, Hornsby, Hunters Hill, Hurstville, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Liverpool, Manly, Marrickville, Mosman, North Sydney, Parramatta, Penrith, Pittwater, Randwick, Rockdale, Ryde, Strathfield, Sutherland, Sydney, Warringah, Waverley, Willoughby, Wollondilly, Woollahra and Wyong.

In this regard, the site is within 400m walking distance of three bus stops on Main Road. The bus stops are serviced by routes 17, 21, 29, 91, 92 and 93 (westbound) and routes 21, 29, 90, 91 and 93 (eastbound). These services exceed the frequency requirements under the SEPP on all days of the week.

The other matters under the SEPP are included under the compliance table below.

SEPP (Affordable Rental Housing) 2009 – Compliance table		
Part 2 – New affordable rental housing	Proposal	Achieved
Division 1 – Infill affordable housing		
10(1) Division applies to development for the purposes of dual occupancies, multi dwelling housing or residential flat buildings if: <ul style="list-style-type: none"> - Permissible under another EPI and - The land does not contain a heritage item 	Proposal is for residential flat building which is permissible under Wyong LEP 2013 within the R3 zoning of the site. There is no heritage item on the site.	Yes
10(2) Division does not apply to development on	Definition of Sydney region under Clause 4	Yes

land in the Sydney Region unless all or part of the development is within an accessible area.	of SEPP includes the former Wyong LGA within which site is located. The site is located within an accessible area (in accordance with Clause 4 definition). The site is within 400m of a bus stop that complies with the definition.	
13 Floor Space Ratio (1) This clause applies to development to which this Division applies if the percentage of the gross floor area of the development that is to be used for the purposes of affordable housing is at least 20 per cent.	The proposal is 100% affordable housing under the SEPP.	Yes
13(2) The maximum floor space ratio for the development to which this clause applies is the existing maximum floor space ratio for any form of residential accommodation permitted on the land on which the development is to occur, plus: (a) if the existing maximum floor space ratio is 2.5:1 or less: (i) 0.5:1—if the percentage of the gross floor area of the development that is used for affordable housing is 50 per cent or higher.	The existing maximum floor space ratio permitted on the land under WLEP is 0.9:1. Under Clause 13(2)(a)(i) an additional bonus of 0.5:1 applies. This increases the maximum FSR permitted under the SEPP to 1.4:1. The proposal includes an FSR of 1.36:1 which complies with the maximum under the SEPP.	Yes
Clause 14 - Standards that cannot be used to refuse consent		
(1)(b) Site area is at least 450m ² .	Complies site area is 2161m ²	Yes
(c) landscaped area (for social housing provider) is at least 35m ² per dwelling	23m ² per dwelling (34% variation) Proposed 797m ² landscaped area but a landscaped area of 1190m ² is required	No
(d) deep soil zones - at least 15% of site area - minimum dimension 3m - at least ⅓ is located at the rear of the site	22% site area (479m ²) Minimum dimension 3m ⅓ located at the rear of site	Yes
(e) Solar access – a minimum of 70% of dwellings living rooms & private open space receive 3 hours direct sunlight between 9am and 3pm midwinter.	70% (24) units achieve compliance	Yes
(2)(a) Parking – social housing provider for land in an accessible area at least: - 0.4 spaces each 1 bed dwelling - 0.5 space each 2 bed dwelling	18 parking spaces proposed 17 parking spaces required - 1 x 1 bed dwelling = 0.4 spaces - 33 x 2 bed dwelling = 16.5 spaces	Yes – as social housing provider
(b) Dwelling size at least: 35m ² for a bedsitter or studio 50m ² for a 1 bedroom dwelling 70m ² for a 2 bedroom dwelling	All dwelling sizes comply. N/A Min 59m ² for 1 bedroom unit Min 70m ² for 2 bedroom unit	Yes
Clause 15(2) This clause does not apply to development to which clause 4 of State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development applies.	SEPP 65 applies to the development	-
16 Continued application of SEPP 65	The application has been assessed under the provisions of SEPP 65.	Applies
16A Character of local area	The design of the development is considered compatible with the character of the local area.	Yes

Variation to SEPP ARH 2009

The proposal seeks variation to the requirements clause 14(c) which requires the landscaped area (for a social housing provider) to be at least 35m² per dwelling. The proposal includes a proposed landscaped area of 23m² per dwelling which represents a variation of 34% and equates to an area of 797m² (ie.37% of the site area). Whereas, the applicable standard under SEPP (ARH) 2009 requires a landscaped area of 1190m² (ie.55% of the site area).

The SEPP identifies that a larger landscaped area is required for those dwellings proposed by social (community) housing providers than those that are proposed by other developers. Under Clause 14(1)(c)(ii) where the DA is not made by a social housing provider 30% of the site area is to be landscaped which the proposal would achieve.

Although the objectives for this control are not specifically identified under the SEPP, it could be assumed that the reasons why increased landscaped area is required where the DA is made by a social housing provider is that a greater level of landscape amenity for both the future occupants and for the occupants in the surrounding area is sought under these proposals. This could be due to anticipated higher needs of the likely future occupants of that housing who may be home bound more of the time. It is considered that the landscaping provided satisfactorily addresses visual amenity both internally and externally to the site. The proposed landscaping will afford future on site residents a good level of internal amenity and will provide existing surrounding residents with a satisfactory boundary treatment and a high level of streetscape amenity which positively addresses the neighbourhood character and appearance of the site.

The proposal does not achieve compliance with the planning control having a shortfall of 34% (or 12m²/dwelling). Despite this non-compliance, satisfactory landscaping is proposed to all buildings setbacks to soften the appearance of the building from the street and to adjoining properties and within the communal open space area servicing the development. Additionally, it is noted that the proposal achieves compliance with the landscaped area requirements under Chapter 2.4 and the Apartment Design Guide (ADG).

The impact of the non-compliance has been considered in the context of the site. The dwellings will still afford the occupants a high level of amenity despite the variation. The majority of units will benefit from a scenic outlook of the lake (at least until any higher buildings around the site are constructed) and 70% (24 dwellings) achieve the required 3 hours solar access mid-winter. Additionally, the site is located in a well serviced and established location within walking distance of the Toukley Town Centre, and the proposal includes communal open space with a reasonable level of internal amenity for future occupants that receives a minimum of 3 hours solar access mid-winter and includes a community garden, tables, chairs and a BBQ. It is noted that this standard is identified under the SEPP as a standard that cannot be used to refuse consent but variation can be granted by the determining authority where considered reasonable.

Clause 16A -Local character

In relation to Clause 16A (Character of local area) the development includes compliant front, side and rear setbacks and includes satisfactory landscaping to the street frontages and shared boundaries. Although there is a variation to Council's height control, and existing development surrounding the site is generally 1-2 storeys in height, the proposed height and building scale is considered reasonable and characteristic of development within an R3 zone. The R3 zone includes provision for a higher density of residential development than is typical of low density areas where detached dwelling houses dominate. The R3 zoning extends to the north and west of the site and envisages a change of character and the proposal is considered compatible with this future character. The appearance of the development is considered compatible with the future character of the street with facades being of a high visual quality. The architectural style and materials of the building are considered compatible with the streetscape and the facades are attractive and visually broken up to minimize a bulky appearance.

There is a zone transition to the south and east of the site to the R2 zone and the proposal has been respectful of this by taking care to ensure that the existing residential amenity has been preserved. Tamar Lane creates an additional setback distance between the site and these properties. The physical impacts of the development have been further minimized through the provision of satisfactory deep soil planting and landscaped setbacks to the street. The appearance and presentation of the building to the street is considered satisfactory and there is reasonable separation between the proposed buildings and the adjoining dwellings to the south within the R2 zone and to the east within the R1 zone.

SEPP No.65 (Design Quality of Residential Apartment Development)

State Environmental Planning Policy 65 (Design Quality of Residential Apartment Development) (SEPP 65) applies to the development and requires the design quality of the development to be taken into consideration and evaluated against the design quality principles. Additionally, Clause 30(2) of SEPP 65 requires such development to be designed in accordance with the associated Apartment Design Guide (ADG) as follows:

- 30(2) *Development consent must not be granted if, in the opinion of the consent authority, the development or modification does not demonstrate that adequate regard has been given to:*
- (a) the design quality principles, and*
 - (b) the objectives specified in the Apartment Design Guide for the relevant design criteria.*

The proposal has been designed in accordance with the ADG and a compliance table summarising the proposal against the ADG has been included as an attachment to the report (refer Attachment 2). The following table considers the proposal against the SEPP 65 design quality principles and includes the applicant's relevant design comments.

Principles	Proposal –Applicant's response
Context and neighbourhood character	<i>The site comprises three lots with a single storey dwelling house on each fronting Dunleigh Street. The site has a secondary frontage to Tamar Avenue to the south. The site is in close proximity to Tuggerah Lake and the development will take advantage of above ground views afforded from the site. Surrounding the site are low density dwelling houses to the west, south and east. To the north are existing town houses and a Council owned vacant lot on the corner of Main Road and Dunleigh Street. Beyond this to the north</i>

	<p>is Main Road and around 500m walk to the east is the Toukley Shopping Centre.</p> <p>There is a zone transition to the south of the site on the opposite side of Tamar Avenue to R2 Low Density Residential. There is another zone transition to R1 General Residential west of the site along the southern side of Beachcomber Parade. The context of the existing built environment is smaller scale buildings (dwellings) with commercial development along Main Road. The proposed building will be larger than anything else in the immediate existing vicinity but is considered consistent with the desired future character of the area as envisaged in Council's planning controls under a R3 zoning. The proposed development responds positively to its context and the desired future character of the area through suitable deep soil landscaping to the street, suitable building setbacks, orientation of the building to take advantage of views but minimize privacy impacts and provision of quality external materials and facades that exhibit a good degree of architectural merit. The development is considered to suitably respond to its context.</p>
Built Form and Scale	<p>The building bulk has been suitably addressed by articulation of the building and a variety of building materials and finishes to the facades. The proposed development achieves an appropriate built form in terms of building alignment, setbacks, proportions and articulation of building elements. Both street frontages include satisfactory setbacks and deep soil landscaping to address the street. The building façade is highly articulated and visually interesting including a variety of materials.</p>
Density	<p>The proposal complies with maximum FSR permitted for the site under SEPP (ARH) and the density is considered appropriate for its location and context.</p>
Sustainability	<p>The proposed building offers a reasonable degree of positive environmental outcomes and makes efficient use of natural resources and water. The development achieves compliance with SEPP 65 in relation to solar access and cross ventilation. Additionally most units are oriented so as to enjoy water views which will contribute to the internal amenity of these units. A Basix Certificate has been provided which outlines the energy and water efficiency measures to be adopted as part of the proposal. Deep soil landscaped areas have been provided to the street front courtyards and the communal open space area.</p>
Landscape	<p>Although the landscaped area does not numerically comply with the SEPP ARH, it does comply with Council DCP Chapter 2.4 and the landscaped areas provided contribute positively to the street and to future residents enjoyment of the communal open space area.</p>
Amenity	<p>A good level of internal amenity will be afforded to future occupants. The building includes appropriate room dimensions and shapes, that allow for, a good outlook, visual and acoustic privacy and an efficient layouts. The service areas for waste and access are centrally located to provide a good level of access. Storage is provided within each unit which complies with the minimum required areas. Storage is also included within the basement area (although it is unclear how the storage will be accessed when the parking is occupied due to the shared parking blocking access to the storage). Access to natural ventilation complies with the ADG numerical requirements.</p> <p>The outdoor communal open space is well landscaped and readily usable - although not complying with the minimum required area under the ADG and accessed separately and external to the building.</p>

Safety	<i>The development optimizes safety and security within the development and the public domain through the design of front courtyards to the street that allow for passive and active surveillance and create a sense of ownership. The transition between public and private domain is achieved without compromising safety and security. Although the communal open space area is not directly accessed from the internal areas of the building, there is passive surveillance and access control measures available. Upper level balconies and windows overlook the communal open space areas and street areas surrounding the site. There are clearly defined access points to the building that will be well lit and visible.</i>
Housing diversity and social interaction	<i>Although all the apartments (but one) are two bedroom, and the proposal does not include a diverse variety of units types, the applicant has argued that the proposal does provide a much needed typology to the Toukley local centre, adjusting the supply in the area to meet current unmet demand for smaller dwellings. The applicant cites the demographic trend towards smaller households and an aging population and the need to provide housing in locations with good access to transport, health and community services and more affordable housing. The current population of Toukley has a high concentration of residents over the age of 65 years. The proposal includes 4 adaptable units on the ground floor and lift access which can cater through future adaption for those residents with disabilities. The communal open space area includes a community garden, landscaping and a common paved area with a BBQ. This area will provide an opportunity for social interactions between residents.</i>
Aesthetics	<i>The building has been designed to achieve a balanced composition by:</i> <ul style="list-style-type: none"> - Proportions appropriate at street level; - Upper level set back from the lower portions of the building; - The ground floor areas are treated to provide a 'base' for the building. - Residential balcony enclosures designed to achieve a balanced elevation, reflecting a residential living proportion. <i>A variety of materials, colours and textures are included in the building facades to complement the visual appearance of the development.</i>

The proposal seeks variation to a number of design considerations under the ADG. These include the following:

- 4F-1 – Common Circulation and Spaces (Amenity).

Comment

Under the ADG, the maximum number of apartments off a circulation core on a single level is eight. The proposal includes a single core with a maximum of 10 dwellings off the core (25 % variation).

The ADG limits the number of units which access off a common circulation space to eight under Objective 4F-1 and acknowledges that *common circulation spaces provide opportunities for casual social interaction among residents and can assist with social recognition*. In this regard, the ADG also provides the following design guidance:

- *Achieving the design criteria for the number of apartments off a circulation core may not be possible. Where a development is unable to achieve the design criteria, a high level of amenity for common lobbies, corridors and apartments should be demonstrated, including:*
 - *sunlight and natural cross ventilation in apartments*
 - *access to ample daylight and natural ventilation in common circulation spaces*
 - *common areas for seating and gathering*
 - *generous corridors with greater than minimum ceiling heights*
 - *other innovative design solutions that provide high levels of amenity*
- *Where design criteria is not achieved, no more than 12 apartments should be provided off a circulation core on a single level.*
- *Primary living room or bedroom windows should not open directly onto common circulation spaces, whether open or enclosed. Visual and acoustic privacy from common circulation spaces to any other rooms should be carefully controlled*

Despite the variation, the proposal is considered consistent with the above design guidance. A good level of amenity is achieved for the common lobbies, corridors and apartments in terms of solar access and natural cross ventilation to dwellings including the common circulation areas, and good amenity is also provided to the common areas.

There are no more than 12 dwellings off a common circulation core on a single level. The sole east and west facing units above ground level located mid-way in the building will need some screening measures to the bedroom windows adjoining the building recess to ensure privacy from the corridors and this will be addressed under a recommended condition of consent. Additionally the proposed circulation areas have been designed to avoid any tight corners and long corridors. The lobbies are direct and legible with good sight lines. On this basis the variation is considered acceptable and is supported.

- 3D-1 - Communal Open space - Design Criteria 1

Comment

Under the ADG, 25% of the site area is required to be used for communal open space. The proposal does not comply and includes a communal open space area of 340m² which equates to 16% of the site area rather than the 540m² area required. This represents a variation of 36% and a shortfall of 200m² communal open space area.

Despite the shortfall, the proposal includes satisfactory landscaping and facilities within the proposed communal open space for future occupants. The proposed communal open space complies with Chapter 2.4 of WDCP 2013 in relation to the requirements for communal open space provision for a residential flat building (required at a rate of 10m²/dwelling with a minimum dimension of 5 metres). The ADG identifies other good design considerations for communal open space as follows:

- *Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am & 3 pm on 21 June (mid-winter).*

Comment

At least 75% of the proposed communal open space achieves 2 hours solar access midwinter between 9am-3pm.

- *Communal open space should be consolidated into a well-designed, easily identified and usable area.*

Comment

The proposed communal open space is a well-designed, easily identified and usable area.

- *Communal open space should have a minimum dimension of 3m, and larger developments should consider greater dimensions.*

Comment

The communal open space has a minimum dimension well in excess of three metres.

- *Communal open space should be co-located with deep soil areas.*

Comment

The proposed communal open space is co-located with the deep soil areas.

- *Direct, equitable access should be provided to communal open space areas from common circulation areas, entries and lobbies.*

Comment

The location of the communal open space is not a direct connection from within the building lobby or circulation area. Occupants will have to traverse and exit the car park which is located between the internal building circulation areas and the open space. Access control will need to be provided to restrict access to the communal open space area from the street and a condition of consent is recommended accordingly.

- *Where communal open space cannot be provided at ground level, it should be provided on a podium or roof.*

Comment

Communal open space at rooftop is considered unsuitable within the site context given the proposed height exceedance (which would be worsened by proposing rooftop access) and the amenity concerns raised by surrounding properties.

- *Where developments are unable to achieve the design criteria, such as on small lots, sites within business zones, or in a dense urban area, they should:*
 - *provide communal spaces elsewhere such as a landscaped roof top terrace or a common room*
 - *provide larger balconies or increased private open space for apartments*
 - *demonstrate good proximity to public open space and facilities and/or provide contributions to public open space*

Comment

As noted above provision of communal open space on the rooftop is considered unsuitable within the site context given the proposed height exceedance (which would be worsened by proposing rooftop access) and the amenity concerns raised by surrounding properties. The private open space balconies for each unit comply with the minimum but are not generously sized however, the site is in good proximity to the lake and foreshore areas and public open space reserves.

- *Facilities are provided within communal open spaces and common spaces for a range of age groups (see also 4FCommon circulation and spaces), incorporating some of the following elements:*
 - *seating for individuals or groups*
 - *barbecue areas*
 - *play equipment or play areas*
 - *swimming pools, gyms, tennis courts or common rooms*

Comment

The communal open space area includes seating, a BBQ, landscaping and a community garden that proposes vegetable growing beds.

- *The location of facilities responds to microclimate and site conditions with access to sun in winter, shade in summer and shelter from strong winds and down drafts.*

Comment

The design of the area contains landscaping including trees which will provide some shading in summer. Adequate sunlight is available to the area in winter.

- *Visual impacts of services should be minimised, including location of ventilation duct outlets from basement car parks, electrical substations and detention tanks*

Comment

There are no services visible from the public domain and the substation and waste storage area are screened from view from the communal open space area.

- *Communal open space and the public domain should be readily visible from habitable rooms and private open space areas while maintaining visual privacy. Design solutions may include:*
 - *bay windows*
 - *corner windows*
 - *balconies*

Comment

The balconies of the west facing units overlook the communal open space area.

- *Communal open space should be well lit where communal open space/facilities are provided for children and young people they are safe and contained*

Comment

No lighting or after dark use of the communal open space is proposed, however the provision of suitable lighting to access the storage area can be included under recommended conditions. The area is to be suitably enclosed for the safety of children.

Despite the variation proposed to the size and location of the communal open space area as recommended under the ADG, the area is usable, has a reasonable level of amenity and provides good facilities for the future occupants of the building.

- 4K-1 - A range of apartment types and sizes is to be provided to cater for different household types now and into the future.

Comment

The proposal includes 1x1 bedroom and 33 x 2 bedroom. This is a non-numerical variation proposing 97% two bedroom dwellings and is based on satisfying existing demand for smaller dwellings.

The proposal does not include a variety of apartment only two bedroom dwellings (excepting 1 x 1 bedroom unit). The ADG identifies that *a mix of apartment types provides housing choice and supports equitable housing access...This is particularly important because apartment buildings form a significant and often long term part of the urban fabric*. The ADG recommends that flexible apartment configurations should be provided to support diverse household types and stages of life (including single person households, families, multi-generational families and group households). However the applicant has identified that the existing housing stock in Toukley and the Central Coast is dominated by three or four bedroom dwelling houses and the proposal is providing an alternative to this to assist with the provision of smaller affordable dwellings within the locality which will cater for the current unmet demand for this dwelling size.

State Environmental Planning Policy No.71 (Coastal Protection)

SEPP 71 was repealed by SEPP (Coastal Management) 2018 on 3 April 2018. However, savings and transitional provisions under Clause 21 of SEPP (Coastal Management) 2018 apply to the DA. In this regard, Clause 21 reads:

The former planning provisions continue to apply (and this Policy does not apply) to a development application lodged, but not finally determined, immediately before the commencement of this Policy in relation to land to which this Policy applies.

The DA was lodged prior to 3 April 2018, therefore due to the lodgement date of the DA and the savings provisions, State Environmental Planning Policy No.71 – Coastal Protection (SEPP 71) applies to the development. The site is located within a sensitive coastal location and the coastal protection zone under SEPP 71 and in accordance with clause 7, the proposal has been assessed within the context of the matters for consideration outlined under clause 8 and found to be satisfactory (refer to the attached table of compliance). The proposal has also been considered under Part 4 of the SEPP the policy and is considered inconsistent with the aspects identified under this part. (See Attachment 3)

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The proposed residential flat building constitutes 'BASIX affected development' as defined within the Regulations, and, in accordance with the SEPP, a BASIX Certificate has been submitted with the development application. The BASIX Certificate outlines the water conservation and energy efficiency measures to be adopted as part of the proposal in order to ensure the development will be energy and water efficient consistent with the NSW State Governments requirements.

State Environmental Planning Policy No.55 – Remediation of Land

Clause 7(1) of State Environmental Planning Policy No. 55 requires that Council must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated and if contaminated that the land is suitable in its contaminated state (or will be suitable, after remediation) for the development proposed to be carried out.

The existing use is historically residential and there is no evidence to suggest that any past uses have been contaminating activities. However, the existing buildings and structures on the site which are proposed for demolition may have the potential of containing asbestos material. As such, a recommended condition of consent is proposed for the resolution of any contamination concerns and unexpected finds. The proposed site in its current state is considered suitable for the proposed development..

State Environmental Planning Policy (State and Regional Development) 2011

The proposal constitutes regionally significant development under Schedule 7 clause 5(b) of the SEPP as it is development that has a capital investment value of more than \$5 million and is for the purpose of affordable housing. As such, the determining authority for the development application is the Regional Planning Panel (RPP).

State Environmental Planning Policy (Infrastructure) 2007

Clause 104 and Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 identifies traffic generating development as sites with access on a road within 90m to a classified road and that includes parking for 50 or more motor vehicles. The proposed access is within 90m of the signalised intersection of Main Road and Dunleigh Street; however the proposal does not include parking for 50 or more vehicles. Notwithstanding, the application was referred to the NSW Roads and Maritime Services (RMS) for comment. No objection was raised by RMS subject to road impact related advice to Council which is addressed under the recommended conditions of consent.

Clause 102 includes considerations where the site has a frontage to a classified road and is for development sensitive to road noise or vibration. The site is in close proximity to Main Road but does not have a frontage to this classified road. The site does however front a busy road that intersects with Main Road and the proposal is a building for residential use that is likely to be adversely impacted by road noise or vibration. This concern was raised by NSW RMS in its advice to Council and has been addressed in the recommended conditions of consent.

Wyang Local Environmental Plan 2013

Permissibility

The subject site is zoned R3 – Medium Density Residential under Wyong Local Environmental Plan (WLEP) 2013 and within the R3 zone residential flat buildings are permissible development with consent.

The following definitions under WLEP are relevant to the proposal and read:

residential flat building means a building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing.

In accordance with Clause 2.3 of WLEP, the proposal is considered to be consistent with the R3 zone objectives which read as follows:

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To maintain and enhance the residential amenity of the surrounding area.*
- *To encourage amalgamation of existing lots to facilitate well designed medium density development and to avoid unnecessary isolation of lots.*

Clause 4.3 - Height of Buildings

Under Council's height maps (Clause 4.3) the site is permitted a maximum building height of 12m. The proposal includes a proposed maximum height of 13.8m which is 1.8m in excess of Council's building height maximum and represents a variation of 15% from Council's controls. The proposal seeks a variation to the maximum height control (i.e. Clause 4.3 of WLEP) and a Clause 4.6 Exception to Development Standards accompanies the application. The relevant objectives of Clause 4.3 (Height of buildings) are as follows:

- (1) The objectives of this clause are as follows:
- (a) to establish the maximum height limit for buildings to enable the achievement of appropriate development density,
 - (b) to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,
 - (c) to ensure that the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views.

This matter is further discussed under the Clause 4.6 section of the report.

Clause 4.4 - Floor Space Ratio

The maximum floor space ratio (FSR) for a building (under clause 4.4(2)) on any land is not to exceed the FSR shown for the land on the FSR map which for this site is 0.9:1. However, SEPP ARH 2009 overrides Council's LEP standard and includes bonus FSR provisions of 0.5:1 in addition to the 0.9:1 under WLEP allowing up to a maximum FSR of 1.4:1 for the development. The proposed floor space ratio is 1.36:1 which complies with the maximum under the SEPP (ARH) 2009.

Clause 4.6 - Exceptions to Development Standards

A clause 4.6 exception to the maximum permitted height applying to the site is sought under the development application. The development standard under clause 4.3 limits the maximum height on the site to 12 metres. The proposal includes a maximum building height of 13.81m metres. The exceedance of the height occurs at the roof level over the lift over run (of RL.18.1 where the spot level of the site is RL 4.29) and ranges up to a maximum of 1.81m which is a 15% variation in excess of Council's requirement.

The clause 4.6 exception to the development standard applying to the maximum permitted height as sought by the applicant is included under attachment 4.

The applicant's clause 4.6 Exception to Development Standard adequately addresses the matters required to be demonstrated under subclause (3)(a) and (3)(b). Subclause (3) reads:

- (3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:
- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and
 - (b) that there are sufficient environmental planning grounds to justify contravening the development standard.

Clause 4.6(4) reads:

- (4) Development consent must not be granted for development that contravenes a development standard unless:
- (a) the consent authority is satisfied that:
 - (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and
 - (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and
 - (b) the concurrence of the Secretary has been obtained.

The applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3). In accordance with the R3 zone objectives the proposal will provide a residential flat building that will address the housing needs of the community within a medium density residential environment in a manner that minimises impacts on existing residential amenity. In accordance with the objectives under clause 4.3(1) the proposal is considered to be in the public interest as included within the table below.

4.3 Height of buildings (1) The objectives of this clause are as follows:	Proposal
(a) to establish the maximum height limit for buildings to enable the achievement of appropriate development density,	The development achieves an appropriate density despite not complying with the maximum height permitted on the site.
(b) to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,	The proposal will result in a building height and size as was envisaged on the site under Council's R3 zone. The area is undergoing transition and the proposed height of the building will be compatible with the future planned height and likely bulk and scale of future development in the area.
(c) to ensure that the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views.	The proposed building complies with setbacks and building separation design requirements. The proposal demonstrates an appropriate scale. The development includes satisfactory articulation and sufficient landscaped setbacks. The height of the building is appropriate and will preserve the residential amenity of neighbouring properties. Despite the variation the proposed building height will not adversely impact on surrounding residential amenity in respect of unreasonable or significant overshadowing, overlooking, view loss, bulk and scale and access.

The proposed development is considered to be in the public interest despite the variation being sought because it is consistent with the R3 zone objectives and the objectives for the maximum height development standard identified under clause 4.3(1).

In this instance, and on these grounds, the exception is supported and strict compliance with the development standard is unreasonable or unnecessary in the circumstances of the case. It is considered that there are sufficient environmental planning grounds to justify contravening the development standard. The extent of variation is 15% above the 12m maximum height permitted on the site. This maximum height equates to a maximum height variation of 1.8 metres which is confined to the mid-section of the building where the lift over run is located. Otherwise the variation across the roof level of the building is in the order of around 1 metre (total 13m at roof level). This variation will not be discernable and there are no unreasonable impacts associated with the exception. The exception to the maximum height under clause 4.6 is considered reasonable and acceptable in the specific circumstances for the development.

In accordance with clause 64 of the *Environmental Planning and Assessment Regulation 2000*, the RPP or Council may assume the concurrence of the Secretary of the Department of Planning, for an exception to a development standard under clause 4.6 of the *Standard Instrument (Local Environmental Plans) Order 2006*, having regard for the matters set out in subclause 4.6(5) and where the variation is greater than 10% or non-numerical. The RPP have considered those matters set out in subclause 4.6(5) and may assume the concurrence of the Secretary in this instance. Clause 4.6(5) states:

(5) In deciding whether to grant concurrence, the Secretary must consider:

- (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and
- (b) the public benefit of maintaining the development standard, and
- (c) any other matters required to be taken into consideration by the Secretary before granting concurrence.

The proposed variation to height is 15% which exceeds the 10% and requires concurrence. It is considered that the proposed development will be consistent with the objectives of the zone and the proposed development will be consistent with the objects of the standard which is not met. The written request demonstrates that compliance with the development standard is unreasonable or unnecessary in the circumstances and there are sufficient environmental planning grounds to justify contravening the development standard.

Acid Sulfate Soils

Clause 7.1 requires consideration to be given to certain development on land being subject to actual or potential acid sulphate soils. The site is identified as Class 5 on the Acid Sulphate Soils (ASS) Planning Map and no works are proposed within Class 5 works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the water table is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

Flood Planning

Clause 7.2 applies to the site as it is identified as flood planning land under Council's maps. Consent must not be granted to land identified by this clause unless the consent authority is satisfied that the development:

- is compatible with the flood hazard of the land: and
- Is not likely to significantly adversely affect flood behaviour resulting in worsened flood hazard to other development or properties, and
- Incorporates appropriate measures to manage risk to life from flood and
- Is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses, and
- Is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.

Council's records indicate that the site is not affected by flooding, ponding and/or minimum floor level requirements. Localised flooding however is identified within the frontage road reserves. The 1% AEP level is identified as 4.4m AHD. The minimum floor level of 4.9m AHD is thus applicable for this development and has been applied to the ground floor level.

Essential Services

Clause 7.9 requires that services that are essential for the development are available or that adequate arrangements have been made to make them available when required prior to consent being granted. These services include water supply, electricity supply, sewage management and disposal, stormwater drainage or on site conservation and suitable road access.

The site is currently connected into Council's sewer network. There is an existing gravity sewer main at the rear of the subject site and service can be made to the line. Sufficient capacity exists in Council's sewerage network for the proposed development.

Water service is available for the proposed development from Dunleigh Street and Tamar Avenue and an upgrade of the existing water main will be required. Due to the construction activities involving the new entry road and kerb and gutter, the existing asbestos cement water main is likely to be damaged from the vibration and compaction. Therefore, the applicant is required to replace the existing water main with PVC pipe for the full extent of the property boundary and this may require an upsize of the pipe at time of replacement.

Water and sewer contributions will be applicable to the development in accordance with the Shire Wide charges. The development will require a Section 307 Certificate under the *Water Management Act* 2000. Other services are available to the site including electricity supply, stormwater drainage and suitable road access. In accordance with clause 7.9, the proposed development can be satisfactorily serviced.

Clause 7.11 Development requiring the preparation of a development control plan (key sites)

The site forms part of a key site precinct as mapped under WLEP 2013. However, the proposed development does not utilize this clause or the key site bonus height provisions, nor is there a site specific DCP prepared for the site to address the requirements of the clause.

Relevant Development Control Plans

Wyong Development Control Plan 2013 (WDCP)

Chapter 2.4 – Multiple Dwelling Residential Development of WDCP 2013

Chapter 2.4 of WDCP 2013 applies to the development and a summary of compliance with the relevant controls under the Chapter are outlined under the attached table (Attachment 1). However, there are a number of requirements under the DCP that are relevant to the proposal but overridden by similar controls contained within SEPP ARH 2009 and the ADG. These DCP requirements include communal open space (10m² per dwelling with a minimum dimension of 5 metres), private open space (a minimum area of 10m² and a minimum dimension of 2m), deep soil provision (12.5% site area), site coverage (soft landscaping 25%), solar access (minimum of 3 hours midwinter between 9am-3pm for 70% dwellings), building separation, storage (3m² of floor area/1-2 bed dwelling), parking provision (1 space/1bedroom and 1.2 spaces/2bedroom and 1 visitor space/5 units totalling parking demand under the DCP for 48 spaces).

The DCP requirements relevant for the proposal that are not provided within the SEPP or ADG include the following.

- The development complies with the required front setback of 7.5m and the required side and rear setbacks of 6m for development up to four storeys.
- Clause 12.1b of the DCP requires the provision of 10% of units (4 units) be designed as suitable for adaption for occupation by aged persons or a person with a disability and the proposal complies, including 4 adaptable units on the ground floor.
- Bicycle facilities (1 space per 3 dwellings totalling 11 spaces required). The proposal includes 14 bike lockers. The proposal complies.

Variations proposed under Chapter 2.4 Multiple Dwelling Residential Development

The proposal includes the following variations to Council's DCP requirements for residential flat buildings.

- Dwelling mix

A dwelling mix is required under Clause 12.1 of the DCP. The objectives for the control include:

- *To provide a diversity of apartment types, which cater for different household requirements now and in the future*
- *To maintain equitable access to new housing by cultural and socio-economic groups*
- *To encourage housing designs which meet the broadest range of occupants' needs*
- *To encourage adaptive re-use*

A non-numerical variation is sought based on satisfying existing demand for smaller dwellings. The applicant has argued that the proposal provides *a much needed typology to the Toukley local centre, adjusting the supply in the area to meet current unmet demand for smaller dwellings*. The current population of Toukley has a high concentration of residents over the age of 65 years. The applicant cites the demographic trend towards smaller households and an aging population and the need to provide housing in locations with good access to transport, health and community services and more affordable housing. The proposal is aiming to provide housing to meet an identified demand in the local area and will provide a compliant number of adaptable dwellings for aged/disabled occupants. The proposed development will be operated by a social housing provider.

- Solar access and southerly aspect – Residential Flat Buildings

Under Clause 6.3.3 a maximum of 10% of dwellings within a residential flat building shall have a southerly aspect (SE-SW). The proposal includes 6 dwellings (18%) with a sole southerly aspect which does not achieve compliance.

However, despite this variation the proposal demonstrates compliance with Clause 6.3.3 of the DCP which requires that 70% of dwellings receive a minimum of 3 hours unobstructed sunlight between 9 am and 3 pm on June 21 (winter solstice) to living rooms and private open spaces. This requirement is consistent with the provisions of SEPP ARH 2009 and the ADG.

The DCP objectives under Clause 6.3 (Solar Access) for these two controls are as follows:

- To provide adequate natural lighting and minimise the need for artificial lighting during daylight hours
- To ensure that a minimum standard of solar access is available to private open space areas and internal living areas during the winter solstice to provide for a reasonable standard of residential amenity

The location of the site will afford future occupants a high level of amenity as the units will benefit from a central and well serviced location (near the Toukley Town Centre and a local park) and a good outlook. Although the 6 apartments with a southerly outlook achieve less than 2 hours solar access, they are able to benefit from a scenic outlook enjoying significant views of the lake. The site also includes a communal open space area which receives compliant, year round, solar access. The ADG indicates that solar access may be difficult to achieve where significant views are oriented away from the desired orientation for solar access. In this case, views are obtained from all directions of the building and as the level of solar access complies for 70% of dwellings, the variation is considered acceptable.

Overall, the proposal is consistent with the relevant aims and requirements of DCP Chapter 2.4 and is considered satisfactory subject to recommended conditions.

Chapter 3.6 – Tree & Vegetation Management of WDCP 2013

Council's DCP requires consent to be obtained for the removal of certain trees and vegetation and when more than ten trees over 3 metres in height are to be removed. An arborist report was obtained for the impacts of the proposal on the trees on the site. Ten trees within the footprint of the building and associated works on the site are recommended for removal. This is due to the size and extent of the construction footprint and the position of most of these existing trees mid-way of the site or within the access/servicing areas. Additionally, the majority of these trees are in poor to average condition, have low retention value due to their position or are an undesirable species.

The Broad Leaved Paperbark (*Melaleuca quinquenervia* known as Tree 9) located midway of the site has a high retention value however, its location does not allow for its retention. To compensate for its removal, suitable replacement planting has been provided within the proposed landscaping on the site.

There are two trees outside the site boundary along Tamar Lane (Tree 12 and Tree 3 – both Rough Barked Apple-gum – *Angophora floribunda*). Tree 12 is to be retained and protected although it is in close proximity to the proposed waste area and building. Tree 12 will require some minor pruning to address the building encroachment. Tree 3 is in very poor condition and is recommended for removal as it will be subject to encroachment of the Tree Protection Zone area caused by the pavement of the proposed waste collection area.

Conditions will be recommended to address the retention and protection of these trees and replacement planting. The landscaping plan includes replacement tree planting along the frontages of the site and along the side and corner boundaries. The recommended conditions will also require street tree planting along the site frontage.

Chapter 3.1 Site Waste Management of WDCP 2013

In accordance with DCP Chapter 3.1, the applicant submitted a Waste Management Plan for the development outlining the waste disposal, re-use and recycling (on and off site) for the construction and operational stages of the development. A condition has been included requiring the development to be carried out in accordance with the submitted management plan.

Chapter 5.4 - Greater Toukley of WDCP 2013

Wyong DCP Chapter 5.4 - Greater Toukley does not apply to the site but applies to the lots immediately opposite the site along Main Road and limits the development of these lots to a maximum of three stories and limits access to Main Road.

d) Any planning agreement

There are no planning agreements applicable to the application.

e) Relevant Regulations

There are no specific matters under the Regulation that require further discussion.

f) Coastal Zone Management Plan

The site is not affected by coastal hazards or by an adopted Coastal Zone Management Plan.

THE LIKELY IMPACTS OF THE DEVELOPMENT

a) Built Environment

A thorough assessment of the aspects of the proposed development on the built environment has been undertaken in terms of DCP compliance and in terms of the submissions received.

Traffic and transport

A traffic report was prepared for the proposal. The traffic report estimates peak hour traffic generated by the site will increase by 9.8 peak hour vehicle trips (PHVTs) which on average represents 1 car every 9 minutes. This is based on the RMS guide to Traffic Generating Developments, with a rate of 0.29 trips per unit. This level of traffic generation will not have an adverse impact on the surrounding road network. The increase of 9.8 peak vehicle hour trips (PHVT) is not considered significant in comparison to the existing volumes within the area. The report concluded that the increase in traffic generated would have minimal impact on the safety and operating efficiency to these roads and their intersections. The Traffic and Parking Impact Assessment concludes that the subject site is suitable for the proposed development of the site in relation to the impact of traffic, vehicle access, parking and safety considerations. Council's Traffic and Transportation Engineer concurs with the findings of the traffic report.

The site fronts both Dunleigh Street and Tamar Avenue, both of which are local roads. The site is located within walking distance of the Toukley local centre. Warnervale railway station is located 8km to the west, and is accessible via the bus network. The site is located within 500m walking distance of the Toukley local centre and is in close proximity to the existing shared path bicycle network.

Internal Access and Parking

The proposal seeks a one-way clockwise vehicle circulation arrangement through the site from Tamar Avenue to Dunleigh Street. The proposed off-street car parking dimensions, vehicle manoeuvrability and internal driveway grades appear to comply with AS/NZS 2890.1 (2004) - "Off-street car parking". The proposed accessible parking space appears to comply with AS/NZS 2890.6 (2009) – "Off-street parking for people with disabilities". Conditions will be recommended to address these matters.

External Works and road infrastructure

The site is currently serviced via three driveway crossings fronting Dunleigh Street. Dunleigh Street is fronted by upright kerb and gutter (20.117m wide). No kerb and gutter formation is identified for Tamar Ave (9.144m wide) with an additional 5.486m widening fronting the adjoining 14 Tamar Ave. The proposal seeks consent for the proposed development to be accessed via a new entry only driveway crossing fronting Tamar Avenue and exit only driveway crossing fronting Dunleigh Street.

The development will necessitate the completion of road infrastructure in accordance with the relevant provisions of Council's Civil Works Design Guidelines. Conditions have been recommended requiring the provision of road construction (Tamar Ave), new driveway crossings and laybacks, reinforced concrete footpath, regulatory signage and removal of the redundant driveway crossings and laybacks in the frontage road reserves. Suitable Construction Traffic Management plans will be required to ensure the safety of all road users. Council's Roads and Drainage section has advised that no road widening of Tamar Avenue is required for this proposal (in contrast to the adjoining formation of 14 Tamar Avenue).

Drainage

The site falls to the street and the proposal includes revised concept stormwater drainage plans which seek to direct stormwater to the kerb inlet pit in Dunleigh Street. The proposal includes a combined underground rainwater re-use / OSD system in the south-western corner of the property. No rainwater re-use is required from the submitted revised BASIX certificate.

An on-site stormwater detention and drainage system will be required to control the rate of runoff leaving the site. The detention system must be designed to attenuate post developed flow rates to predevelopment flow rates for a full range of storm durations for the 5, 20 and 100 year average reoccurrence interval (ARI) design storms. A non-return valve will be required upon the site outlet to prevent stormwater / floodwater back flowing into the property's drainage system.

Water and Sewer

The proposed development is located within the Zone of Influence (ZOI) of the sewer main traversing the properties. Therefore, the development will need to comply with Council's "Policy for Building Over or Adjacent to Sewer Mains".

The proposed development is located outside the Zone of Influence (ZOI) of the water main servicing the area. The development will require a Section 307 Certificate under the *Water Management Act 2000*.

Waste Disposal

The waste collection area is located on the southern frontage of the site to Tamar Avenue. The area has been designed to allow for Council's waste collection vehicle to enter and exit the site in a forward direction. The waste collection area is screened from Tamar Avenue and the communal area by inclusion of timber batten screens and complementary landscaping. All waste is collected throughout the proposed development via a garbage chute system to a storage area on the ground floor. The waste is separated into two separate bins for the storage of non-recyclable waste and recyclable waste. Prior to collection, both bulk waste bins are relocated from the central storage area to the 'waste collection area' by a suitably qualified waste contractor. Subject to recommended conditions, the proposed waste collection bin arrangement is in accordance with Council's Waste Control Guidelines 2016.

Locality and Streetscape

The proposal will not adversely impact on the character and amenity of the locality and streetscape. The scale, form, character and density of the development is considered acceptable within the locality given the R3 zoning of the site. The proposal involves the redevelopment of three lots containing single storey dwelling houses to allow for the construction of a residential flat building for affordable housing. The design and appearance of the development is of a high design that has included deep soil planting, landscaped setbacks and an architectural appearance which is satisfactory within the future character of the streetscape. The form and scale of the development is consistent with that envisaged for redevelopment of the site under the R3 zoning for a higher density of residential development.

Privacy, overlooking and boundary treatments

The adjoining dwellings surrounding the site on all sides are potentially affected by overlooking and privacy impacts from the future occupants of the development.

There are a number of residential dwellings surrounding the site immediately to the west (and opposite to the east) which share the same R3 zoning as the site and will likely be redeveloped in the future. There are also residential dwellings located to the south which have a low density residential zone which precludes redevelopment for residential flat development.

Overlooking potential has been minimised in the design of the development by providing screen planting along the western and northern side boundaries and the inclusion of privacy screens to balconies. Additionally, physical distance and separation will address potential visual privacy issues through compliance with Council's requirements for setbacks.

Overshadowing

Shadow diagrams have been prepared for the development at hourly intervals between 9:00am and 3:00pm, for 21 June (midwinter), for both the proposed development and a compliant envelope scenario in order to demonstrate a worst case scenario for solar access on the shortest day of the year. Shadow diagrams have also been provided for March and September (equinox) to demonstrate a more typical scenario of shadowing impacts from the development (for both the proposed development and a compliant envelope scenario) throughout the year.

Due to the orientation of the site, the shadowing created by the building extends towards Tamar Lane and towards the residential property immediately to the west of the site (No.14 Tamar Ave), properties to the south of the site on the opposite side of Tamar Lane and across Dunleigh Street and to properties diagonally opposite the site. It is noted that properties to the west of the site and opposite the site on Dunleigh Street share the same R3 zoning as the subject site.

During a March scenario, significant morning shadows are cast across 14 Tamar Ave immediately to the west with some minor shadows extending across the boundary and into the rear yard of 12 Tamar Avenue. By midday these shadows have receded and are confined to the subject site and Tamar Lane and by the afternoon, shadows are confined to the southern and eastern frontages of the subject site. A minimum of three hours unobstructed solar access is available to these affected properties during the March scenario.

During a September scenario some very minor morning shadowing is created within 12 Tamar Avenue adjacent to the shared boundary. By midday this has receded and only extends across the southern frontage of the site and a small part of Tamar Avenue. By the afternoon the shadowing from the proposal is confined to the eastern frontage of the subject site and into Dunleigh Street.

During the midwinter (June) scenario, the morning shadowing from the proposal extends into 12 Tamar Avenue, across Tamar Lane and into the properties at 19, 21 Tamar Avenue and 4 Dunleigh Street. By 11:00am, the shadowing no longer impacts 19 Tamar Avenue and by midday has further receded and affects a corner section of 21 Tamar Avenue and part of 4 Dunleigh Street currently occupied by a garage, carport/awning and a driveway. By the afternoon period, shadowing from the proposal extends across the Tamar Lane and Dunleigh Street intersection including the driveway and part of the dwelling at 4 Dunleigh Street, and a small part of the properties on the opposite side of Dunleigh Street to the proposal.

Within the development, the proposed communal open space is located so as to receive unobstructed solar access between midday and 3pm midwinter in compliance with the DCP. It is acknowledged that shadowing mid-winter is the worst case scenario and at all other times of the year, solar access is greater and shadowing is reduced.



Above: Shadow diagrams for the proposal midwinter at intervals of 9am, midday and 3pm.

Overall, the extent of shadowing is not significant and complies with clause 6.3.1 of Chapter 2.4 which reads:

*New development shall have due regard for maintaining solar access to adjoining properties and not cause overshadowing. At least 75% of **required** private open space areas on adjoining lands shall receive at least three hours unobstructed sunlight between the hours of 9 am and 3 pm on June 21 (winter solstice).*

There are no unreasonable amenity impacts resulting from solar access loss to any existing surrounding residential development or public areas as a consequence of the development. The shadowing from the proposal does not reduce the solar access to any required private open space on adjoining sites to less than 3 hours for at least 75% of required private open space area.

Overall, considering the site constraints and the desired increased density of development on the site under Council's controls, the proposed development is considered to be satisfactory in terms of shadowing impacts.

Air quality

A condition is recommended in relation to dust control during demolition, earthworks and construction requiring adoption of appropriate measures to minimise emissions into the surrounding environment. There is minimal potential for any air pollution, odour, fumes or other air quality impacts associated with the development on the site.

Noise and vibration

There will be construction noise for a limited duration as a consequence of the development. A condition has been recommended imposing standard operating hours for the construction of the development. It is not anticipated that the development will cause ongoing excessive or unreasonable noise or vibration.

An acoustic assessment was prepared for the proposal in relation to other potential noise impacts associated with the proposal. This assessment was reviewed by Council's Environmental Health Officer (EHO) who concurred with the assessment and results from the predictive modelling provided in the acoustic report. It is anticipated that the impacts on the surrounding environment will be minimal as the car parking area is situated wholly underneath the building. The waste collection bay is enclosed at a height which is anticipated to attenuate the majority of the noise. A condition will be recommended to restrict early morning collection times.

Safety, security and crime prevention

The principles of Crime Prevention Through Environmental Design (CPTED) have been considered under the design of the proposed new development. The applicant prepared and submitted a detailed CPTED assessment report which has identified a number of design considerations to discourage anti-social behaviour and minimise the opportunities for criminal activities. Satisfactory consideration has been given to the four CPTED principles.

A condition is recommended to ensure that the development is consistent with the submitted CPTED report.

Isolation of sites

The applicant responded to the potential isolation of the adjoining sites 14 Tamar and 158 Main Road immediately to the west of the site. These sites are zoned R3 Medium Density Residential. The two lots are in separate ownership with one lot (Lot 34A) fronting Main Road (569.1m²) and the other lot (lot 34B) fronting Tamar Avenue (613.4m²). Consent was granted under DA/1283/2016 for redevelopment of the lots to the immediate west of these two adjoining lots for an aged care facility.

A Land and Environment Court planning principle has been established for isolation of sites which considers whether amalgamation of the sites is feasible and whether orderly and economic use and development of the separate sites can be achieved if amalgamation is not feasible. In this instance, although the two lots will be isolated by development both to the immediate east and west, there is no LEP minimum lot size that applies to the R3 zone and the future development of these sites. However, planning controls do apply to any redevelopment for medium density residential, including setbacks and building separation. Compliance with these requirements for a residential flat building will be problematic due to the elongated shape and narrow width of the combined lots. However, multi dwelling housing would be a type of development that could be explored on these sites.

Overall built environment impacts

The proposal will not adversely impact on the character and amenity of the locality and streetscape. The scale, form, character and density of the development are acceptable within the locality. As a result, the proposed development is considered to be satisfactory in terms of impacts on the built environment.

b) Natural Environment

There will be no significant impact upon the natural environment as a result of the proposal.

All other relevant issues regarding the likely impacts of the development have been discussed throughout this report. In general, it is considered that the property is suitable for the proposed development subject to conditions.

THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT

The site is situated within a short distance of Toukley town centre and this location is well serviced with a high level of amenity. The site is accessible to public transport and facilities and the proposed development provides a number of social benefits including additional affordable housing in the area which broadens the housing choice available.

The site is located within an established suburb that is undergoing a transition and is currently surrounded by existing development 1-2 storey in height. Although the development is approximately 13m in height and will be visible within the site context, the proposed medium density building form is considered consistent with the planned future character of the area. Recently, there has been a number of development consents granted to larger buildings within the area surrounding the site including a three storey nursing home to the north west of the site (13.3m in height) and a shop top housing development approved to the north-east of the site (11 storeys in height). The architectural design and treatment of the building will present well on all facades.

The design of the proposed development is in an appropriate form, layout and scale that suitably balance the opportunities and constraints of the site. The corner location of the site allows for a suitable dual street access layout and the design of the building satisfactorily addresses both street frontages. There are no significant site constraints or hazards that would render the location of the development as unsuitable. The building form will present well within streetscape and will not adversely impact on the character and amenity of the locality.

THE PUBLIC INTEREST (s4.15(1)(e)):

Any Federal, State and Local Government interests and community interests.

There are no matters associated with the proposal that are contrary to the local or community interest. The provision of affordable housing is considered to be in the public interest as it provides an important form of community infrastructure that supports community well-being, social inclusion and economic sustainability. The site is readily accessible to public transport, shops and services. The proposal will increase the available stock of affordable housing in Toukley. The adequate supply of affordable housing in the locality to meet the existing demand of the local community is in the local and broader public interest.

ECOLOGICALLY SUSTAINABLE PRINCIPLES

The proposal has been assessed having regard to ecologically sustainable development principles and is considered to be consistent with the principles.

The proposed development is considered to incorporate satisfactory stormwater, drainage and erosion control and the retention of vegetation where possible and is unlikely to have any significant adverse impacts on the environment and will not decrease environmental quality for future generations. The proposal does not result in the disturbance of any endangered flora or fauna habitats and is unlikely to significantly affect fluvial environments.

Climate Change

The potential impacts of climate change on the proposed development have been considered by Council as part of its assessment of the application.

This assessment has included consideration of such matters as potential rise in sea level; potential for more intense and/or frequent extreme weather conditions including storm events, bushfires, drought, flood and coastal erosion; as well as how the proposed development may cope / combat / withstand these potential impacts. In this particular case, the following matters are considered to warrant further discussion, as provided below:

Sustainable building design: The proposal includes initiatives for energy and water efficiency under the submitted BASIX Certificate.

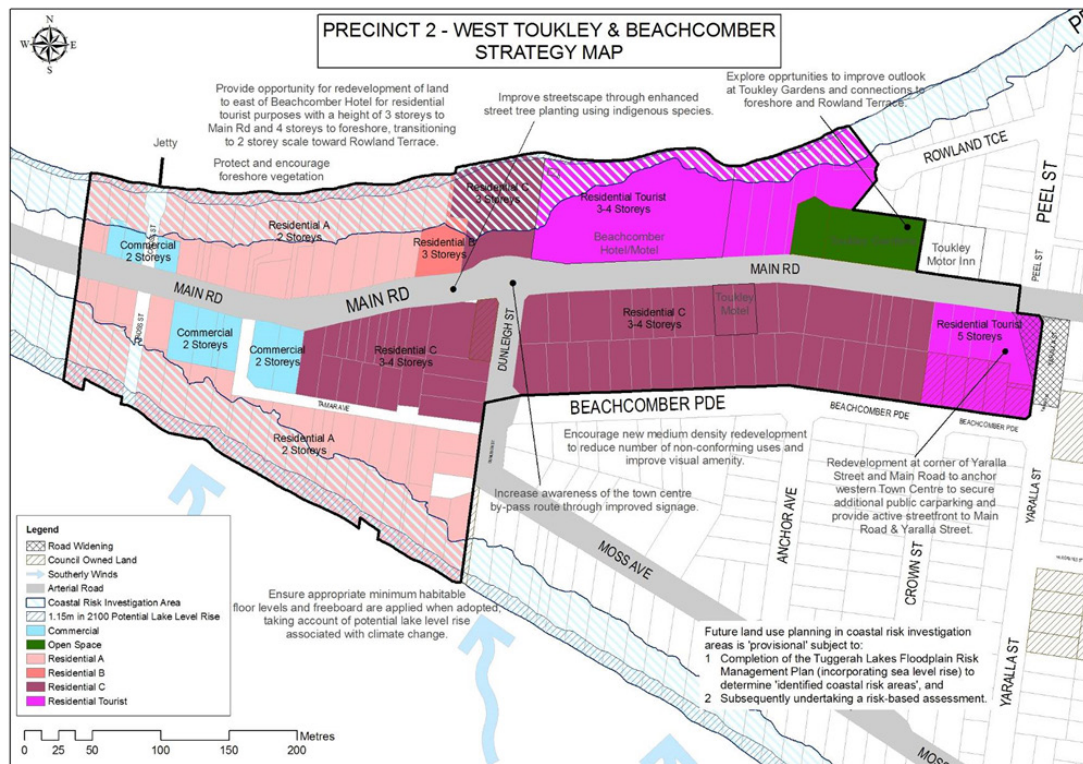
Reduced Car Dependence: There is a regular bus service (Busways Service) along Main Road which connects to Lake Haven Shopping Centre, Warnervale and Wyong Railway Stations. Bus stops located along Main Road within 300m of the site. The proposal includes parking for bicycles and motorcycles as alternative modes of transport to the car. Toukley Town Centre is within a 500m walk from the subject site and meets a broad range of shopping, social and business needs.

Rising Sea Level: The site is located near some localised flooding and this is addressed under the design of the proposal.

OTHER MATTERS FOR CONSIDERATION

Toukley Planning Strategy

Under Toukley Planning Strategy, the site is identified as within Precinct 2 (West Toukley and Beachcomber). The strategy supported the rezoning of the site (from 2(b) Multiple Dwelling Residential to 2(c) Medium Density Residential) to allow for increased density and height of residential development. The proposal is considered consistent with the objectives of the strategy.



Above: Extract from Toukley Planning Strategy showing Precinct 2

Section 7.11 (formerly Section 94) Contributions

The application falls under the Toukley District Section 7.11 Contributions Plan (& Shire Wide Section 7.11 Plan). The following contributions are applicable: Shire wide contributions; Open Space Works; and Community Facilities Land & Works. The contributions have been calculated based on 1 x 1 bedroom units (1 x 0.52 DU) and 33 x 2 bedroom units (33 x 0.73 DU), with a credit for the 3 existing serviced lots (3 x -1 DU). Conditions will be recommended requiring payment of contributions.

Water and Sewer Contributions

Water and sewer contributions are applicable to the development and a Section 306 will be issued concurrently with the consent for the development under the *Water Management Act 2000* (refer to WMA/51/2018).

CONCLUSION

The application seeks approval for the construction of a residential flat building for 34 units under the provisions of SEPP (Affordable Rental Housing) 2009. The clause 4.6 exception to height is supported and strict compliance with the development standard is considered unreasonable and unnecessary in the circumstances of the case, and there are sufficient environmental planning grounds to justify contravening the development standard. This variation will not be discernable and there are no unreasonable impacts associated with the exception. Despite the variation to the building height, the proposal is considered to demonstrate an appropriate scale in terms of bulk, height and building separation which contributes positively to the desired future character of the area.

The other variations to planning controls are considered reasonable and acceptable in the circumstances. The issues raised in submissions have been addressed under the details of the proposal and recommended conditions. The site is considered to be in a suitable context for the nature, scale and type of development proposed. Appropriate measures to address potential impacts have been recommended as conditions of consent in order to mitigate any short term negative impacts.

The proposal is recommended for approval subject to conditions.

ATTACHMENTS

Attachment 1 – Compliance table

Attachment 2 – SEPP 65 Compliance table

Attachment 3 – SEPP 71 Compliance table

Attachment 4 – Clause 4.6 Exception to development standard – Height of buildings

Attachment 5 – Draft recommended conditions

**Table of numerical compliance –
DA/44/2018 - 6-10 Dunleigh Street Toukley**

Control	Proposed	Required	Compliance
Site Area Site frontage (Dunleigh St) Site Depth (Tamar Ave)	2161m ² 45.72m width 47.27m depth	-	-
Height (WLEP 2013)	13.8m	12m	No, 15% variation Clause 4.6 variation
FSR (WLEP 2013)	1.36:1	0.9:1 (WLEP) 1.4:1 (SEPP AHR)	Yes
Gross Floor Area (SEPP ARH)	2939m ²	1945m ² (WLEP) 3025m ² (SEPP AHR)	Yes
Setbacks - East (Dunleigh St) 1 st - 4 th storey - South (Tamar Ave) 1 st -4 th storey - North (side) 1 st -4 th storey - West (rear/side) 1 st -4 th storey	7.5m 7.1m 6m 6m 6m 6m 7.8m 6m	- 7.5m 7.5m 6m 6m 6m 6m 6m	- Yes Yes Yes Yes Yes Yes Yes
Parking (SEPP-ARH) - Residential (total) 1 Bed (x1) 2 Bed (x33) 3 Bed (N/A) Visitor/ wash bay DCP Ch 2.11 1 space per 1 bed 1.2 space per 2 bed 1 visitor per 5 units	18 spaces 17 spaces 0.4 space - 16.5 spaces - 1 space 18 spaces - - -	17 spaces - At least 0.4 spaces each 1 bed dwelling At least 0.5 space each 2 bed dwelling - 48 spaces 1 spaces 40 space 7 spaces	Yes No but SEPP ARH overrides
- Accessible - Bicycle - Motorcycle spaces - Washbay (can be visitor space)	2 spaces but 4 units 14 bike lockers 1 spaces 1	1/accessible unit 1 per 3 dwellings 1/50 spaces 1 space	No Yes Yes Yes
Communal Open Space DCP Ch 2.4 - Min per dwelling - Min dimension - Min 3hrs solar access btn 9am-3pm midwinter SEPP 65 - 25% site area - Min dimension 3m - minimum of 50% direct sunlight to the principal usable part for min 2 hours btn 9am-3pm (midwinter)	340m ² 10m ² /dwelling Min 10m 75% of area 16% (340m ²) Min dimension 10m Min 50% solar access midwinter	- 340m ² 10m ² /dwelling Min 5m 75% of area - - 25% of site (540m ²) 3m 50%	- Yes Yes Yes Yes - - No Yes Yes
Private open space Balconies/ Courtyards: Min area Min dimension Directly accessible from living area Grade 1:14 Solar access (DCP Ch 2.4)	10m ² 2m Adjoining living area - 1:14 - 70% (24 units) receive 3 hours between 9am-3pm midwinter	- 10m ² /each dwelling 2m Adjoining living area - 1:14 - 70% receive 3 hrs btn 9am- 3pm mid-winter 70%SEPP 65 – rec 3hrs	Yes - Yes Yes Yes - Yes - Yes
Cross Ventilation (SEPP 65)	64.7%(22 units) comply	60% of units to be naturally cross ventilated	Yes
Solar access (subject site) (SEPP ARH) SEPP 65 DCP	70% (24 units)	- 70% (24 units) 70% (24 units) 70% (24 units)	Yes

Solar access (surrounding site) DCP Ch2.4 ADG (3B-2)	Complies	- 75% open space receive 3 hrs btm 9am-3pm mid-winter Where an adjoining property does not currently receive the required solar access, the new building to ensure solar access to neighbouring properties is not reduced by more than 20%	Yes
Accessible dwellings	4 (units G01-G04)	10% total units (4 units)	Yes
Landscaping DCP Landscaping (25%) SEPP-ARH- landscaped area of 35m ² /dwelling	Proposed 37% of site (797m ²) 23m ² /dwelling (34%) Proposed area of 797m ²	25% of site (540m ²) 35m ² /dwelling (55%) Required area of 1190m ²	- Yes No
Deep soil DCP Deep soil zone - 50% of required 25% SEPP- ARH Deep soil zone - 15% site - Min 3m dimension - 2/3 in rear of site SEPP 65 Deep soil - 7% - Min dimension 6m	- 21% (451m ²) - 21% (451m ²) 3m 2/3 in rear - Complies Yes	- 12.5% (270m ²) - 15% (324.15m ²) 3m 2/3 in rear of site - 7% (151m ²) 6m	- Yes - Yes Yes Yes - Yes Yes
Apartment size (SEPP ARH and ADG)	50m ² 70m ²	50m ² for 1 bedroom 70m ² for 2 bedroom	Yes
Building Separation SEPP 65 and DCP	Complies (6m boundary setbacks)	<ul style="list-style-type: none"> • 12m between habitable rooms/balconies • 9m between habitable and non-habitable rooms • 6m between non-habitable rooms 	Yes
Building depth	29m	12-18m depth from glass to glass	No
Units accessed from a single core (SEPP 65)	10 units	Max 8 units	No
Storage (Ch 2.4) 1-2 bedrooms 3 or more bedrooms ADG	- 8m ² n/a 8m ³ 8m ³ -	- 3m ² 6m ² 6m ³ (1 bed) 8m ³ (2 bed) 10m ³ (3 bed)	Yes
Basix Certificate	Certificate provided	BASIX Certificate required	Yes
Dwelling mix 1 Bed 2 Bed 3 Bed	- 1 33 -	Mix required	No
Waste storage	Satisfactory. Chute and recycling room provided at each level and main waste storage in basement with area at street. Connection to an off street collection area.	Garbage chute (if over 3 storeys) & a recycling room at each level. Central storage room in basement. Over 12 dwellings requires off street collection for bulk bins	Yes

**Attachment 2 - Apartment Design Guide – Compliance Table
for SEPP No. 65 (Design Quality of Residential Apartment Development)**

Guidelines	Considerations	Comment
Building Height	WLEP 2013 Clause 4.3	No, Clause 4.6 variation
Floor Space Ratio	WLEP 2013 Clause 4.4 & SEPP ARH	Complies
Building Envelope	Setbacks satisfactory	Complies
Building Depth	Recommended 12-18m glass to glass Vary building depth relative to orientation, eg. buildings facing east-west capture sun from both aspects & may have apartments of up to 18m wide (if dual aspect), while buildings facing north-south should be narrower to reduce the number of south facing apartments that have limited or no direct sunlight access	23m-30m depth but development complies with amenity design considerations (eg.solar access and natural cross ventilation).
Building Separation	<p>Minimum separation distances for buildings are:</p> <p><i>Up to four storeys (approximately 12m):</i></p> <ul style="list-style-type: none"> • 12m between habitable rooms/balconies • 9m between habitable and non-habitable rooms • 6m between non-habitable rooms <p><i>Five to eight storeys (approximately 25m):</i></p> <ul style="list-style-type: none"> • 18m between habitable rooms/balconies • 12m between habitable and non-habitable rooms • 9m between non-habitable rooms <p><i>Nine storeys and above (over 25m):</i></p> <ul style="list-style-type: none"> • 24m between habitable rooms/balconies • 18m between habitable and non-habitable rooms • 12m between non-habitable rooms <p>At the boundary between a change in zone from apartment buildings to a lower density area, increase the building setback from the boundary by 3m.</p> <p>No building separation is necessary where building types incorporate blank party walls. Typically this occurs along a main street or at podium levels within centres</p>	Satisfactory
Guideline objective	Design guidance	Comment
Orientation		
<ul style="list-style-type: none"> • Building types and layouts respond to the streetscape and site while optimising solar access within the development. • Overshadowing of neighbouring properties is minimised during mid winter 	<p>Buildings along the street frontage define the street & include direct access from street.</p> <p>Street frontage east or west – rear buildings oriented to north.</p> <p>Street frontage north or south, minimise overshadowing & buildings behind street frontage be oriented to the east and west.</p> <p>Solar access to living rooms, balconies and private open spaces of neighbours should be considered</p> <p>Where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%. If the proposal will significantly reduce the solar access of neighbours, building separation should be increased beyond minimums.</p>	<p>Satisfactory</p> <p>The building has been oriented and designed to minimise overshadowing and overlooking and to maximise solar access and views.</p>

	A minimum of 4 hours of solar access should be retained to solar collectors on neighbouring buildings	
Public Domain Interface		
<p>Transition between private and public domain is achieved without compromising safety and security</p> <p>Amenity of the public domain is retained and enhanced</p>	<p>Terraces, balconies and courtyard apartments should have direct street entry.</p> <p>Upper level balconies and windows should overlook the public domain.</p> <p>Changes in level between private terraces, front gardens and dwelling entries above the street level provide surveillance and improve visual privacy</p> <p>Front fences and walls along street frontages should use visually permeable materials and treatments. The height of solid fences or walls should be limited to 1m</p> <p>Length of solid walls should be limited along street frontages</p> <p>Where multiple pedestrian entries and spaces-buildings/entries should be differentiated to improve legibility for residents. Minimise opportunities for concealment.</p> <p>Planting softens the edges of any raised terraces</p> <p>Mail boxes should be located in lobbies, perpendicular to the street alignment or integrated into front fences where individual street entries are provided</p> <p>Substations, pump rooms, garbage storage areas and other service requirements should be located in basement car parks or out of view</p> <p>Ramping for accessibility should be minimised by building entry location and setting ground floor levels in relation to footpath levels</p> <p>Durable, graffiti resistant and easily cleanable materials should be used</p> <p>Where development adjoins public parks, open space or bushland, the design positively addresses this interface and uses a number of the following design solutions:</p> <ul style="list-style-type: none"> • street access, pedestrian paths and building entries which are clearly defined • paths, low fences and planting that clearly delineate between communal/private open space and the adjoining public open space • minimal use of blank walls, fences and ground level parking 	<p>Generally satisfactory</p> <p>The development includes courtyards to the street, although these have not been designed for direct entry from the street. The dwellings are predominantly oriented to the views of the lake. Upper level windows overlook the public domain. The proposal will increase pedestrian activity in the vicinity of the site.</p> <p>Landscaping is included along the street frontage of the development to soften the appearance of the development. The servicing areas (plantrooms and loading areas) are visually screened with landscaping or located out of ready view of the primary street frontage and the vehicular access is one way through the site with entry from the secondary frontage and exit to the primary frontage.</p>
Communal and public open space		
An adequate area of communal open space is provided to enhance residential amenity and to provide	<ul style="list-style-type: none"> • Communal open space has a minimum area equal to 25% of the site (see figure 3D.3) • Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours 	<p>Numerical non compliance as Communal Open Space is 16% (340m²)</p> <p>At least 75% of the area</p>

<p>opportunities for landscaping</p> <p>Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting</p>	<p>between 9 am & 3 pm on 21 June (mid winter).</p> <ul style="list-style-type: none"> • Communal open space should be consolidated into a well designed, easily identified and usable area. • Communal open space should have a minimum dimension of 3m, and larger developments should consider greater dimensions. • Communal open space should be co-located with deep soil areas. • Direct, equitable access should be provided to communal open space areas from common circulation areas, entries and lobbies. • Where communal open space cannot be provided at ground level, it should be provided on a podium or roof. <p>Where developments are unable to achieve the design criteria, such as on small lots, sites within business zones, or in a dense urban area, they should:</p> <ul style="list-style-type: none"> • provide communal spaces elsewhere such as a landscaped roof top terrace or a common room • provide larger balconies or increased private open space for apartments • demonstrate good proximity to public open space and facilities and/or provide contributions to public open space 	<p>receives 3 hours solar access mid winter between midday -3pm.</p> <p>COS in one area at ground level with deep soil area. Readily visible from habitable rooms and well sheltered from winds.</p>
<p>Communal open space is designed to maximise safety</p>	<p>Facilities are provided within communal open spaces and common spaces for a range of age groups (see also 4FCommon circulation and spaces), incorporating some of the following elements:</p> <ul style="list-style-type: none"> • seating for individuals or groups • barbecue areas • play equipment or play areas • swimming pools, gyms, tennis courts or common rooms <ul style="list-style-type: none"> • The location of facilities responds to microclimate and site conditions with access to sun in winter, shade in summer and shelter from strong winds and down drafts. • Visual impacts of services should be minimised, including location of ventilation duct outlets from basement car parks, electrical substations and detention tanks <p>Communal open space and the public domain should be readily visible from habitable rooms and private open space areas while maintaining visual privacy. Design solutions may include:</p> <ul style="list-style-type: none"> • bay windows • corner windows • balconies <ul style="list-style-type: none"> • Communal open space should be well lit Where communal open space/facilities are provided for children and young people they are safe and contained 	
<p>Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood</p>	<ul style="list-style-type: none"> • The public open space should be well connected with public streets along at least one edge. The public open space should be connected with nearby parks and other landscape elements. Public open space should be linked through view lines, pedestrian desire paths, termination points and the wider street grid. 	

	<p>Solar access should be provided year round along with protection from strong winds. Opportunities for a range of recreational activities should be provided for people of all ages.</p> <p>A positive address and active frontages should be provided adjacent to public open space</p> <p>Boundaries should be clearly defined between public open space and private areas</p>													
Deep soil zones														
Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality	<table border="1"> <thead> <tr> <th>Site Area</th><th>Min dimensions</th><th>Deep Soil (% of site)</th></tr> </thead> <tbody> <tr> <td><650m²</td><td>-</td><td rowspan="4">7%</td></tr> <tr> <td>650m² – 1500m²</td><td>3m</td></tr> <tr> <td>>1500m²</td><td>6m</td></tr> <tr> <td>>1500m² with significant tree cover</td><td>6m</td></tr> </tbody> </table>	Site Area	Min dimensions	Deep Soil (% of site)	<650m ²	-	7%	650m ² – 1500m ²	3m	>1500m ²	6m	>1500m ² with significant tree cover	6m	Complies Deep soil = 475m ² (22%) Min dimension 3m
Site Area	Min dimensions	Deep Soil (% of site)												
<650m ²	-	7%												
650m ² – 1500m ²	3m													
>1500m ²	6m													
>1500m ² with significant tree cover	6m													
Visual Privacy	<p>Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.</p> <p>1. Minimum required separation distances are to be provided as set out in Design Criteria 3F-1</p> <p>Min. requirement</p> <table border="1"> <thead> <tr> <th>Building height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr> </thead> <tbody> <tr> <td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr> <tr> <td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr> <tr> <td>Over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr> </tbody> </table> <p>Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space.</p>	Building height	Habitable rooms and balconies	Non-habitable rooms	Up to 12m (4 storeys)	6m	3m	Up to 25m (5-8 storeys)	9m	4.5m	Over 25m (9+ storeys)	12m	6m	Satisfactory
Building height	Habitable rooms and balconies	Non-habitable rooms												
Up to 12m (4 storeys)	6m	3m												
Up to 25m (5-8 storeys)	9m	4.5m												
Over 25m (9+ storeys)	12m	6m												
Pedestrian access and entries	<ul style="list-style-type: none"> - Connects to and addresses the public domain - Accessible and easy to identify. - Large sites provide pedestrian links for access to streets and connection to destinations. 	Satisfactory												
Vehicle access	Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.	Complies												
Bicycle and car parking	Parking and facilities are provided for other modes of transport. Car park design and access is safe and secure. Visual and environmental impacts of underground car parking are minimised. Visual and environmental impacts of on-grade car parking are minimised. Visual and environmental impacts of above ground enclosed car parking are minimised	Complies Bicycle and motorcycle parking is accommodated in the parking area												
Solar & Daylight Access	<ul style="list-style-type: none"> • Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas. • In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid-winter. • A maximum of 15% of apartments in a building 	Non compliance 70% of apartments (24 dwellings) achieve 3 hours of solar access. There are three single aspect southerly apartments												

	<p>receive no direct sunlight between 9am-3pm midwinter.</p> <ul style="list-style-type: none">Daylight access is maximised where sunlight is limited.Design incorporates shading and glare control, particularly for warmer months.											
Natural Ventilation	<ul style="list-style-type: none">At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. <p>Apartment at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.</p> <ul style="list-style-type: none">Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line	<p>Yes 64.7% (22) units are naturally cross ventilated.</p> <p>All units have large windows, shallow apartment depth and deep/wide returns to encourage air flow.</p>										
Ceiling Heights	<p>Ceiling height achieves sufficient natural ventilation and daylight access. Ceilings are to comply with minimum ceiling heights set out under 4C-1.</p> <table><tr><td>Habitable rooms</td><td>2.7 m</td></tr><tr><td>Non-habitable rooms</td><td>2.4 m</td></tr><tr><td>For 2 storey apartments</td><td>2.7 m for main living area floor 2.4 m for second floor where area does not exceed 50% of the apartments area</td></tr><tr><td>Attic spaces</td><td>1.8m at edge of room with a 30 degree minimum ceiling slope</td></tr><tr><td>If located in mixed-use areas</td><td>3.3 m ground and first floor to promote future flexibility of use</td></tr></table>	Habitable rooms	2.7 m	Non-habitable rooms	2.4 m	For 2 storey apartments	2.7 m for main living area floor 2.4 m for second floor where area does not exceed 50% of the apartments area	Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope	If located in mixed-use areas	3.3 m ground and first floor to promote future flexibility of use	Satisfactory
Habitable rooms	2.7 m											
Non-habitable rooms	2.4 m											
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Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope											
If located in mixed-use areas	3.3 m ground and first floor to promote future flexibility of use											
Apartment size & layout	<p>The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity.</p> <ul style="list-style-type: none">Apartment are required to have the minimum internal areas as set out under 4D-1. <table><tr><td>Apartment Type</td><td>Minimum internal area</td></tr><tr><td>Studio</td><td>35 sqm</td></tr><tr><td>1 Bedroom</td><td>50 sqm</td></tr><tr><td>2 Bedroom</td><td>70 sqm (+5sq add bathroom)</td></tr><tr><td>3 Bedroom</td><td>90 sqm (+5sq add bathroom)</td></tr></table> <p>additional bathroom 5m² 4th bedroom and further bathroom – extra 12m²</p> <ul style="list-style-type: none">Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms. <p>Environmental performance of the apartment is maximised.</p> <p>1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height.</p> <p>2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.</p> <p>Apartment layouts are designed to accommodate a variety of household activities and needs.</p>	Apartment Type	Minimum internal area	Studio	35 sqm	1 Bedroom	50 sqm	2 Bedroom	70 sqm (+5sq add bathroom)	3 Bedroom	90 sqm (+5sq add bathroom)	<p>Complies</p> <p>1 Bed – 71m² 2 Bed – 70m²</p>
Apartment Type	Minimum internal area											
Studio	35 sqm											
1 Bedroom	50 sqm											
2 Bedroom	70 sqm (+5sq add bathroom)											
3 Bedroom	90 sqm (+5sq add bathroom)											

	<p>Bedrooms have minimum area of</p> <table><tr><th>Bedroom type</th><th>Min area</th><th>Min dimension</th></tr><tr><td>Master bedroom</td><td>10m²</td><td>3m</td></tr><tr><td>Other bedroom</td><td>9m²</td><td>3m</td></tr></table> <p>(both measurement excluding wardrobe space)</p> <p>Living rooms or combined living/dining rooms have a minimum width of:</p> <table><tr><th>Dwelling type</th><th>Min width</th></tr><tr><td>Studio</td><td>3.6m</td></tr><tr><td>1br</td><td>3.6m</td></tr><tr><td>2br</td><td>4m</td></tr><tr><td>3br</td><td>4m</td></tr></table> <p>The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.</p>	Bedroom type	Min area	Min dimension	Master bedroom	10m ²	3m	Other bedroom	9m ²	3m	Dwelling type	Min width	Studio	3.6m	1br	3.6m	2br	4m	3br	4m	
Bedroom type	Min area	Min dimension																			
Master bedroom	10m ²	3m																			
Other bedroom	9m ²	3m																			
Dwelling type	Min width																				
Studio	3.6m																				
1br	3.6m																				
2br	4m																				
3br	4m																				
Private Open Space & Balconies	<p>All apartments are required to have primary balconies with minimum area and depth as setout under 4E-1.</p> <table><tr><th>Dwelling type</th><th>Min pos area</th><th>Min pos depth</th></tr><tr><td>Studio</td><td>4</td><td>-</td></tr><tr><td>1br</td><td>8</td><td>2m</td></tr><tr><td>2br</td><td>10</td><td>2m</td></tr><tr><td>3br</td><td>12</td><td>2.4m</td></tr></table> <p>The min balcony depth to be counted as contributing to balcony is 1m</p> <ul style="list-style-type: none">For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m2 and a minimum depth of 3m.	Dwelling type	Min pos area	Min pos depth	Studio	4	-	1br	8	2m	2br	10	2m	3br	12	2.4m	Complies 50m ² /1 bedroom 10m ² /2 bedroom				
Dwelling type	Min pos area	Min pos depth																			
Studio	4	-																			
1br	8	2m																			
2br	10	2m																			
3br	12	2.4m																			
Common circulation & spaces	<ul style="list-style-type: none">The maximum number of apartments off a circulation core on a single level is 8.For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.	Non compliance Single cores with a maximum of 10 dwellings off the core proposed.																			
Storage	<p>Adequate, well designed storage is provided in each apartment. In addition to storage in kitchens, bathrooms and bedrooms, the following storage is to be provided as setout under 4G-1.</p> <p>Minimum volume requirement for storage</p> <table><tr><th>Dwelling type</th><th>Storage size volume</th></tr><tr><td>Studio</td><td>4m³</td></tr><tr><td>1br</td><td>6m³</td></tr><tr><td>2br</td><td>8m³</td></tr><tr><td>3br</td><td>10m³</td></tr></table> <ul style="list-style-type: none">At least 50% of the required storage is to be located within the apartment.Additional storage is conveniently located, accessible and nominated for individual apartments.	Dwelling type	Storage size volume	Studio	4m ³	1br	6m ³	2br	8m ³	3br	10m ³	Complies Wholly provided within units. Storage proposed within car park is not usable as parking is not allocated to units and storage within parking space cannot be accessed if parking space occupied.									
Dwelling type	Storage size volume																				
Studio	4m ³																				
1br	6m ³																				
2br	8m ³																				
3br	10m ³																				
Acoustic Privacy	Noise transfer is minimised through the siting of buildings and building layout. Noise impacts are mitigated within apartments through layout and acoustic treatments.	Satisfactory																			
Noise Pollution	In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings. Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.	Satisfactory																			
Apartment mix	A range of apartment types and sizes is provided to cater for different household types now and into the future. The apartment mix is distributed to suitable locations within the building.	Non compliance 1x 1 bedroom and 33 x 2 bedroom																			

Ground floor apartments	Street frontage activity is maximised where ground floor apartments are located. Design of ground floor apartments delivers amenity and safety for residents.	4 ground floor apartments with courtyards
Facades	Building facades provide visual interest along the street while respecting the character of the local area. Building functions are expressed by the façade.	Satisfactory
Roof Design	Roof treatments are integrated into the building design and positively respond to the street. Opportunities to use roof space for residential accommodation and open space are maximised. Roof design incorporates sustainability features.	Satisfactory
Landscape Design	Landscape design is viable and sustainable. Landscape design contributes to the streetscape and amenity.	Satisfactory
Planting on structures	Appropriate soil profiles are provided. Plant growth is optimised with appropriate selection and maintenance. Planting on structures contributes to the quality and amenity of communal and public open spaces	Satisfactory
Universal Design	Universal design features are included in apartment design to promote flexible housing for all community members. A variety of apartments with adaptable designs are provided. Apartment layouts are flexible and accommodate a range of lifestyle needs.	4 adaptable units proposed
Adaptive Reuse	New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place. Adapted buildings provide residential amenity while not precluding future adaptive reuse.	N/A
Mixed use	Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement. Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents.	N/A
Universal design	Awnings are well located and complement and integrate with the building design. Signage responds to the context and desired streetscape character.	N/A
Energy Efficiency	Development incorporates passive environmental design. Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer. Adequate natural ventilation minimises the need for mechanical ventilation.	Satisfactory
Water Management & Conservation	Potable water use is minimised. Urban stormwater is treated on site before being discharged to receiving waters. Flood management systems are integrated into site design.	Satisfactory
Waste Management	Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents. Domestic waste is minimised by providing safe and convenient source separation and recycling.	Satisfactory
Building Maintenance	Building design detail provides protection from weathering. Systems and access enable ease of maintenance. Material selection reduces ongoing maintenance costs.	Satisfactory

Attachment 3 – State Environmental Planning Policy No 71 – Coastal Protection

Cl.8	Matters for Consideration	Proposed	Satisfactory
a	The aims of the Policy		
	(a) to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales coast, and	The proposal will not undermine the protection or management of the coast.	√
	(b) to protect and improve existing public access to and along coastal foreshores to the extent that this is compatible with the natural attributes of the coastal foreshore, and	The development will not diminish the existing foreshore access and will not adversely impact on the use of the foreshore for visitors.	√
	(c) to ensure that new opportunities for public access to and along coastal foreshores are identified and realised to the extent that this is compatible with the natural attributes of the coastal foreshore, and	The proposal does not directly affect pedestrian access to/along the foreshore but will increase pedestrian activity in the area surrounding the site. The proposal does not adversely impact on any opportunity for public access along the foreshore. The proposal will not undermine this aspect.	√
	(d) to protect and preserve Aboriginal cultural heritage, and Aboriginal places, values, customs, beliefs and traditional knowledge, and		√
	(e) to ensure that the visual amenity of the coast is protected, and	The proposal will not adversely impact on the visual amenity of the coast particular when viewed from foreshore public open space areas around the lake. The proposal does not impact on any existing beach.	√
	(f) to protect and preserve beach environments and beach amenity, and	The proposal will not impact on the preservation or protection of coastal vegetation or any marine environments.	√
	(g) to protect and preserve native coastal vegetation, and		√
	(h) to protect and preserve the marine environment of New South Wales, and	The proposal does not impact on any rock platforms.	√
	(i) to protect and preserve rock platforms, and	The proposal does not undermine any management of the coastal zone in accordance with ESD principles.	√
	(j) to manage the coastal zone in accordance with the principles of ecologically sustainable development (within the meaning of section 6 (2) of the Protection of the Environment Administration Act 1991), and	The bulk, scale and size of the development is appropriate for the location. The proposal will not undermine the protection and improvement of the natural scenic quality of the surrounding area and will not adversely impact on the scenic amenity of the area. Landscape screening is proposed to assist in sensitively integrating the proposal with the minimise the visual impacts.	√
	(k) to ensure that the type, bulk, scale and size of development is appropriate for the location and protects and improves the natural scenic quality of the surrounding area, and	The proposal does not undermine this aspect.	√
	(l) to encourage a strategic approach to coastal management.		

b	Existing public access to and along the coastal foreshore for pedestrians or persons with a disability should be retained and, where possible, public access to and along the coastal foreshore for pedestrians or persons with a disability should be improved.	Existing public access to the foreshore remains unchanged and is not diminished, under the proposal.	√
c	Opportunities to provide new public access to and along the coastal foreshore for pedestrians or persons with a disability.	Access to the foreshore is not diminished under the proposal.	√
d	The suitability of development given its type, location and design and its relationship with the surrounding area.	Due to the height of the building in the context of existing surrounding development, the proposal will be readily visible in the areas immediately surrounding the site. However, the redevelopment of the site generally complies with Council's controls excepting building height. The building FSR is below Council's maximum controls for the site. The variation to the height, is not readily discernable and the height is well below the potential height of the site under the key site provisions.	√
e	Any detrimental impact that development may have on the amenity of the coastal foreshore, including any significant overshadowing of the coastal foreshore and any significant loss of views from a public place to the coastal foreshore.	There is some overshadowing of the areas surrounding the site to the south, however, the extent of shadowing is not significant or unreasonable within the context of the site and there is no shadowing of public foreshore areas. There will not be any view loss to the foreshore or lake from a public place associated with the proposal.	√
f	The scenic qualities of the New South Wales coast, and means to protect and improve these qualities.	The proposal will not have any potential adverse impacts on the scenic qualities of the coastline.	√
g	Measures to conserve animals (within the meaning of the Threatened Species Conservation Act 1995) and plants (within the meaning of that Act), and their habitats.	The proposal does not adversely impact on any threatened species or habitat.	√
h	Measures to conserve fish (within the meaning of Part 7A of the Fisheries Management Act 1994) and marine vegetation (within the meaning of that Part), and their habitats.	The proposal has no adverse impacts on the conservation of fish and marine vegetation.	√
i	Existing wildlife corridors and the impact of development on these corridors.	The proposal will not affect any identified wildlife corridor.	√
j	The likely impact of coastal processes and coastal hazards on development and any likely impacts of development on coastal processes and coastal hazards.	The subject site is not identified within the Draft Wyong Shire Coastal Hazard Management Plan as being subject to coastal hazards.	√
k	Measures to reduce the potential for conflict between land-based and water-based coastal activities.	The proposal has no adverse impact on water-based coastal activities.	√
l	Measures to protect the cultural places, values, customs, beliefs and traditional knowledge of Aboriginals.	The subject site does not contain known aboriginal objects or relics.	√
m	Likely impacts of development on the water quality of coastal waterbodies.	Sediment and erosion controls will be adopted during construction and there is no likely adverse impact on water quality.	√
n	The conservation and preservation of items of heritage, archaeological or historic significance.	The proposal does not contain any known heritage items or aboriginal objects.	√
o	Only in cases in which a council prepares a draft local environmental plan that	Not applicable.	√

	applies to land to which this Policy applies, the means to encourage compact towns and cities.		
p(i)	The cumulative impacts of the proposed development on the environment.	There are no potential significant or unreasonable cumulative impacts associated with proposal.	√
p(ii)	Measures to ensure that water and energy usage by the proposed development is efficient.	The application includes water and energy efficiency fixtures.	√
CI.4	Development Control	Proposed	Satisfactory
CI.13	A provision of an environmental planning instrument that allows development within a zone to be consented to as if it were in a neighbouring zone, or a similar provision, has no effect.	The application does not propose to utilise any flexible zone provisions.	√
CI.14	A consent authority must not consent to an if, in the opinion of the consent authority, the development will, or is likely to, result in the impeding or diminishing, to any extent, of the physical, land-based right of access of the public to or along the coastal foreshore.	There is no existing public access to or along the foreshore via the site. Public access along the foreshore in the vicinity of the site remains unchanged and is not diminished under the proposal.	√
CI.15	The consent authority must not consent to a development application in which effluent is proposed to be disposed of by means of a non-reticulated system if the consent authority is satisfied the proposal will, or is likely to, have a negative effect on the water quality of the sea or any nearby beach, or an estuary, a coastal lake, a coastal creek or other similar body of water, or a rock platform.	The development can be connected to the existing reticulated sewer system.	√
CI.16	The consent authority must not grant consent to a development application if the consent authority is of the opinion that the development will, or is likely to, discharge untreated stormwater into the sea, a beach, or an estuary, a coastal lake, a coastal creek or other similar body of water, or onto a rock platform.	Stormwater management is satisfactory and will not impact on the coastal environment	√

Attachment 4 – Clause 4.6 Exception to development standard – Height of buildings
(Attached Separately)

Attachment 5 – Draft recommended conditions**1. PARAMETERS OF THIS CONSENT**

- 1.1. Implement the development substantially in accordance with the plans and supporting documents listed below as submitted by the applicant and to which is affixed a Council stamp "Development Consent" unless modified by any following condition.

Architectural Plans:

Description/Title	Drawing No	Rev	Date	Author
Coversheet	SK-001	D	5/9/18	CKDS Architecture
Regulatory Environment	SK-002	D	5/9/18	CKDS Architecture
Site Plan/Analysis	SK-005	D	5/9/18	CKDS Architecture
Demolition Plan	SK-006	D	5/9/18	CKDS Architecture
Waste Management Plan	SK-007	D	5/9/18	CKDS Architecture
Lift Overrun	SK-009	D	5/9/18	CKDS Architecture
Ground floor plan	SK-101	D	5/9/18	CKDS Architecture
Typical Floor Plan	SK-102	D	5/9/18	CKDS Architecture
Roof Plan	SK-103	D	5/9/18	CKDS Architecture
Elevations	SK-201	D	5/9/18	CKDS Architecture
Elevations	SK-202	D	5/9/18	CKDS Architecture
Sections	SK-301	D	5/9/18	CKDS Architecture
Sections	SK-302	D	5/9/18	CKDS Architecture
External Finishes Schedule	SK-401	D	5/9/18	CKDS Architecture
Landscape Plan – Cover Sheet	L000	D	10.07.18	Xeriscapes
Landscape Plan –Ground Floor	L101	C	10.07.18	Xeriscapes
Precedent Images	L102	C	10.07.18	Xeriscapes
Indicative Plant Schedule	L103	B	10.07.18	Xeriscapes

Supporting Documentation

Document	Title and Author	Date
D13214294	Traffic and Parking Impact Assessment Report – Barker Ryan Stewart	April 2018
D13331538	Arboricultural Impact Assessment – Accurate Tree Assessment	Sept 2018
D13214324	Noise Assessment – Rapt Consulting	April 2018
D12970813	Disability Access Report – Lindsay Perry Access	17 Nov 2017
D12970845	Crime Risk Assessment Report	18 Nov 2017
D13313865	Social Impact Assessment	23 August 2018

- 1.2. Carry out all building works in accordance with the Building Code of Australia.

- 1.3. The development is to be carried out in accordance with the advice provided in correspondence from the NSW Roads and Maritime Services dated 02.03 2018.
- 1.4. Comply with all commitments listed in the BASIX Certificate for the development as required under clause 97A of the *Environmental Planning and Assessment Regulation 2000*.
- 1.5. Where conditions of this consent require approval from Council under the Roads Act 1993, Local Government Act 1993 or Water Management Act 2000, a completed Subdivision Construction Certificate application form must be lodged with Council and be accompanied by detailed design drawings and supporting information. Upon submission to Council, fees and charges will be calculated in accordance with Council's Management Plan. The fees and charges must be paid prior to Council commencing the design assessment.

2. PRIOR TO ISSUE OF ANY CONSTRUCTION CERTIFICATE

- 2.1 All conditions under this section must be met prior to the issue of any Construction Certificate.
- 2.2 No activity is to be carried out on-site until the Construction Certificate has been issued, other than:
 - d) Site investigation for the preparation of the construction, and / or
 - e) Implementation of environmental protection measures, such as erosion control and the like that are required by this consent
 - f) Demolition.
- 2.3 Submit amendments to the approved plans to the Accredited Certifier pursuant to clause 139 of the *Environmental Planning Regulation 2000* that must detail:
 - a) Revised drawings to ensure sufficient room for other vehicles to enter the site while waste servicing is being undertaken to ensure no risk to the waste contractor, waste contractors vehicle or other vehicles.
 - b) Updated landscape plan to reflect the latest architectural layout plans.
 - c) The east and west facing units above ground level (mid-way of the building) will need some screening measures to the bedroom windows adjoining the building recess to ensure their privacy from the corridors.
- 2.4 Pay developer contributions to Council as calculated in the formula below:

Developer contribution = \$230,612.80 (as at 11/5/18). X Current CPI ÷ Base CPI

where "Current CPI" is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Statistician at the time of payment of developer contributions pursuant to this condition, and "Base CPI" is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Statistician at the date of this consent.

This condition is imposed pursuant to Section 94 or 94A of the *Environmental Planning and Assessment Act 1979*.

- 2.5 Measures are to be included in the design and construction of the building to reduce the impacts of road traffic noise on the internal areas within the building. The adopted design measures are to ensure that the following LAeq levels are not exceeded:
- In any bedroom in the building – 35dB(A) at any time between 10 pm and 7 am
 - Anywhere else in the building (other than a garage, kitchen, bathroom or hallway) – 40 dB(a) at any time.
- 2.6 Where conditions of this consent require approval from Council as the Roads Authority, a Subdivision Construction Certificate application must be lodged with Council and be accompanied by detailed design drawings and supporting information. Upon submission to Council, fees and charges will be calculated in accordance with Council's Management Plan. The fees and charges must be paid prior to Council commencing the design assessment.
- 2.7 The submission to Council of Civil Works design drawings and specifications detailing the following design requirements:
- Tamar Ave - Kerb and guttering with an alignment of at least 1.0m from the property boundary for the full street frontage of the development.
 - Tamar Ave - Full road pavement construction adjoining the proposed kerb and guttering.
 - Dunleigh St - Concrete footpath 1.5 metres wide for the full street frontage of the development.
 - Pavement marking & signage.
 - Street trees at a maximum of 15.0 metre spacing.
 - Pavement design catering for 1.9×10^6 equivalent standard axles.
 - Vehicle access crossing(s).
 - The restoration of any vehicle access rendered redundant by the development, to standard kerb and footpath formation.
 - Any associated works to ensure satisfactory transitions to existing infrastructure.
 - Adjustment of services as required.
 - Tamar Ave - No stopping signage on both side of the road to cover the entire site frontage.
 - Undergrounding of overhead electricity wires around the full frontage of the site.

Required design drawings are to be prepared in accordance with Council's *Civil Works Design Guidelines* and must be approved by Council as the Roads Authority prior to the issue of a Construction Certificate.

- 2.8 The submission of a comprehensive road signage and pavement marking design drawings identifying parking restrictions, accesses and traffic management facilities to Council for approval by the Local Traffic Committee prior to issue of the Construction Certificate.
- 2.9 Prior to the commencement of detailed design works within any public road, contact should be made with the National Community Service "Dial before you Dig" on 1100 regarding the location of underground services in order to prevent injury, personal liability and even death. Enquiries should provide the property details and the nearest cross street/road.
- 2.10 The submission to the Accredited Certifier of a detailed stormwater management plan featuring:
- Stormwater disposal to Dunleigh Street.
 - Drainage pit at the boundary line. A non-return valve will be required upon the site outlet to prevent stormwater / floodwater back flowing into the property drainage system.
 - The provision of an onsite stormwater detention system. The detention system must be designed to attenuate post developed flow rates to predevelopment flow rates for a full range of storm durations for the 5, 20 and 100 year average reoccurrence interval (ARI) design storms.
 - The provision of stormwater quality control facilities to treat stormwater in accordance with the Engineers Australia publication *Australian Runoff Quality – A Guide to Water Sensitive Urban Design* prior to entering Council's stormwater drainage system.
 - Waste water from the wash down area must be connected to sewer and appropriate Trade Waste license obtained.
 - Removal of the rainwater re-use storage component of the combined underground OSD / OSR system. An alternative arrangement for an above-ground rainwater tank system for irrigation purposes only shall be provided. A possible location adjacent to the proposed car wash bay and landscaped areas shall be considered.

The plans must be prepared in accordance with AS/NZS3500.3:2004 and Council's *Civil Works Design Guidelines*, and be approved by the Accredited Certifier prior to issue of the Construction Certificate. The plans shall generally be in accordance (with required amendments) with the submitted concept stormwater drainage plans by Northrop (refer Job No. NL 172245, Revision B, dated 24/4/2018), which are to be advanced as necessary for Construction Certificate issue purposes.

- 2.11 Stormwater drainage works external to the site and discharging into a public system or public land requires approval from Council under Section 68 of the Local Government Act 1993. Detailed design drawings prepared in accordance with Council's *Civil Works Design Guidelines* must be approved by Council prior to the issue of a Construction Certificate. All other stormwater management works must be approved by the Accredited Certifier.

2.12 The submission to the Accredited Certifier of a detailed car parking design. The design shall include:

- Pavement marking, appropriate signage and physical controls detailed for the carpark, access driveway and circulation roads.
- Pavement design able to withstand anticipated vehicle loading.
- Wheel stops for parking spaces.

The design drawings shall be prepared in accordance with the requirements of AS/NZS 2890 – Parts 1, 2 and 6, and be approved by the Accredited Certifier prior to the issue of a Construction Certificate.

2.13 All water and sewer works or works impacting on water and sewer assets must be designed and constructed to the requirements of Council as the Water Supply Authority. The requirements are detailed in the Section 306 Notice of Requirements letter attached to this consent. **Note:** The Section 306 Notice contains requirements associated with the development that must be completed prior to the issue of the Construction Certificate.

2.14 The submission to Council as the Water Supply Authority of detailed structural design drawings and supporting information for structures within the zone of influence of the sewer main. The design shall indicate the proposed method of protecting the sewer main in accordance with Council's *Requirements for Building Over or Adjacent to Sewer Mains* policy. Design details must be approved by Council as the Water Supply Authority prior to the issue of a Construction Certificate.

2.15 All works and services, including water and electricity, must be located, designed and installed to minimise or prevent damage (roots or canopy) to retained trees on immediately adjoining properties.

3. PRIOR TO COMMENCEMENT OF ANY WORKS

3.1 All conditions under this section must be met prior to the commencement of any works.

3.2 No activity is to be carried out on-site until the Construction Certificate has been issued, other than:

- d) Site investigation for the preparation of the construction, and / or
- e) Implementation of environmental protection measures, such as erosion control and the like that are required by this consent
- f) Demolition approved by this consent.

3.3 Appoint a Principal Certifying Authority for the building work:

- c) The Principal Certifying Authority (if not Council) is to notify Council of their appointment and notify the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work no later than two (2) days before the building work commences.
 - d) Submit to Council a Notice of Commencement of Building Works or Notice of Commencement of Subdivision Works form giving at least two (2) days' notice of the intention to commence building or subdivision work. The forms can be found on Council's website: www.centralcoast.nsw.gov.au
- 3.4 Erect a sign in a prominent position on any work site on which building, subdivision or demolition work is being carried out. The sign must indicate:
- e) The name, address and telephone number of the Principal Certifying Authority for the work; and
 - f) The name of the principal contractor and a telephone number at which that person can be contacted outside of working hours; and
 - g) That unauthorised entry to the work site is prohibited.
 - h) Remove the sign when the work has been completed.
- 3.5 Install run-off and erosion controls to prevent soil erosion, water pollution or the discharge of loose sediment on the surrounding land by:
- erecting a silt fence and providing any other necessary sediment control measures that will prevent debris escaping into drainage systems, waterways or adjoining properties, and
 - diverting uncontaminated run-off around cleared or disturbed areas, and
 - preventing the tracking of sediment by vehicles onto roads, and
 - stockpiling top soil, excavated materials, construction and landscaping supplies and debris within the lot.
- 3.6 Erect a temporary hoarding or temporary construction site fence between the work site and adjoining lands before the works begin and must be kept in place until after the completion of the works, if the works:
- a) could cause a danger, obstruction or inconvenience to pedestrian or vehicular traffic, or
 - b) could cause damage to adjoining lands by falling objects, or
 - c) involve the enclosure of a public place or part of a public place.

Note 1: A structure on public land or on or over a public road requires the prior approval of the relevant authority under the *Local Government Act 1993* or the *Roads Act 1993*, respectively.

Note 2: The *Work Health and Safety Act 2011* and *Work Health and Safety Regulation 2011* contain provisions relating to scaffolds, hoardings and other temporary structures.

- 3.7 Disconnect, seal and make safe all existing site services prior to the commencement of any demolition on the site. Sewer and water services must be disconnected by a licensed plumber and drainer with a Start Work Docket submitted to Council's Plumbing and Drainage Inspector as the Water and Sewer Authority.
- 3.8 Prior to the commencement of construction an initial Erosion and Sediment Control Plan (ESCP) prepared in accordance with the latest edition of the Landcom Publication *'Soils and Constructions- Volume 1'* (The Blue Book) shall be provided to the Principal Certifying Authority. This plan shall be modified and updated during construction to reflect any changes due to the on-ground/site conditions. A copy of any modifications or updates to the ESCP shall be provided to the PCA and provided to Council upon request.

Erosion and sediment controls shall be monitored, maintained and adapted in accordance with the most recent ESCP until the site is fully stabilised and landscaped. Failure to comply with this condition may result in fines under the provision of the Protection of the Environment Operations Act

- 3.9 Prior to works associated with the development commencing, the owner of the adjoining property affected by the proposed excavation and/or structural protective works, must be given written notice of the intention to commence works. The required notice must be accompanied by details of the proposed work at least seven (7) days prior to the commencement of proposed excavation and/or structural protective works.
- 3.10 Prior to works associated with the development commencing, the applicant must supply the Principal Certifying Authority with a dilapidation report for the adjoining properties, which documents and photographs the condition of buildings and other improvements. The report must be submitted to and approved by the Principal Certifying Authority prior to the commencement of any works. **Note:** The report is to be made available by the Principal Certifying Authority in any private dispute between neighbours regarding damage arising from construction works upon the development site.
- 3.11 Prior to commencing any works upon public roads the developer and their contractor will be required to:
- Obtain a copy of the Council approved Civil Works plans and pavement design (if applicable).
 - Obtain a copy of Council's *Civil Works Design Guidelines*. This is Council's Specification for Civil Works and is available on Council's web site.
 - Arrange a meeting on-site with Council's Principal Development Construction Engineer on (02) 4350 5555.

- 3.12 Prior to works associated with development commencing, a dilapidation report must be prepared and submitted to Council as the Roads Authority. The required dilapidation report must document and provide photographs that clearly depict any existing damage to the road, kerb, gutter, footpath, driveways, water supply, sewer works, street trees, street signs or any other Council assets in the vicinity of the development. **Note:** The report will be used by Council to determine the extent of damage arising from site and construction works.
- 3.13 Prior to the commencement of any works, the Applicant shall prepare a Construction Traffic Management Plan for the development. The plan shall include Traffic Control Plans prepared by a suitably qualified and experienced consultant. All works must ensure the safety of all vehicles and pedestrians within the frontage service road.
- 3.14 Ensure that all parties / trades working on the site are fully aware of their responsibilities with respect to tree protection conditions.
- 3.15 Establish Tree Protection Zones (TPZ) around trees identified to be retained (in accordance with the Arborist Report from Accurate Tree Assessment dated Sept 2018). Trees to be retained are to be protected by fencing and / or other accepted protection measures in accordance with Australian Standard AS 4970-2009: *Protection of Trees on Development Sites*. All required tree protection measures are to be maintained for the duration of construction works. Sign-post fences around Tree Protection Zones to warn of its purpose.
- 3.16 Protect street trees by installing protective fencing. This includes the trees on Tamar Lane. Any street tree damaged during works must be immediately reported to Council, which may incur a compensation fee, rectifying and / or replaced with a tree of similar height and species at no cost to Council.
- 3.17 Ensure a qualified arborist (AQF 5) is on-site to oversee the works in relation to tree protection measures during critical stages of construction.

4. DURING WORKS

- 4.1 All conditions under this section must be met during works.
- 4.2 Carry out construction or demolition works during the construction phase of the development only between the hours as follows:
- 7.00am and 5.00pm Monday to Saturday

No construction or demolition works associated with the development are permitted to be carried out at any time on a Sunday or a public holiday.

- 4.3 During the construction phase of the development, if any Aboriginal object (including evidence of habitation or remains), is discovered during the course of the work:

- c) All excavation or disturbance of the area must stop immediately in that area, and
- d) The Office of Environment and Heritage must be advised of the discovery in accordance with section 89A of the *National Parks and Wildlife Act 1974*.

Note: If an Aboriginal object is discovered, an Aboriginal heritage impact permit may be required under the *National Parks and Wildlife Act 1974*.

- 4.4 Implement and maintain all erosion and sediment control measures at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment.
- 4.5 Keep a copy of the stamped approved plans on-site for the duration of site works and make the plans available upon request to either the Principal Certifying Authority or an officer of Council.
- 4.6 Notify Council when plumbing and drainage work will be ready for inspection(s) and make the work accessible for inspection in accordance with the *Plumbing and Drainage Act 2011*. This condition only applies if no installation / alteration of plumbing and / or drainage works are proposed (excludes stormwater drainage).
- 4.7 Place all building materials, plant and equipment on the site of the development during the construction phase of the development so as to ensure that pedestrian and vehicular access within adjoining public roads, footpaths and reserve areas, is not restricted and to prevent damage to public infrastructure. Further, no construction work is permitted to be carried out within the road reserve unless the works are associated with a separate approval issued under the provisions of the *Roads Act 1993*.
- 4.8 Re-use, recycle or dispose of all building materials in accordance with the Waste Management Plan submitted with the subject application.
- 4.9 Arrange with the relevant service provider / Authority (eg. Ausgrid, Jemena, communications provider) for the supply of services concurrently with the engineering work approved by this consent. Arrangements must include, where required, any relocation of existing mains and services, and dedication of easements for mains and services.
- 4.10 During construction works, all cut or fill is to be constructed in such a manner that surface water will not be permanently or temporarily diverted to adjoining land and so that natural drainage from adjoining land will not be obstructed or affected.
- 4.11 Demolish all buildings and / or building components in a safe and systematic manner in accordance with Australian Standard AS 2601-2001: *The demolition of structures*. Waste materials must be disposed of at a waste management facility.
- 4.12 Undertake any demolition involving asbestos in accordance with the *Work Health and Safety Act 2011*.

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

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

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

- 4.13 Suitable dust suppression measures shall be implemented and maintained by the developer during demolition, excavation and construction works associated with the development. Such measures are required to minimise the emission of dust and other impurities into the surrounding environment.
- 4.14 Sound attenuating devices shall be provided and maintained in respect of all power-operated plant used during demolition, earth works and the erection of the structure. The quietest available plant should be used and be regularly maintained and fitted with appropriate mufflers.
- 4.15 A minimum of five working days prior to any potentially noise generating construction works commencing, written notice shall be given to surrounding occupants advising of the time/date and duration for the works and the principal contractors contact details.
- 4.16 The developer is solely responsible for any costs relating to alterations and extensions of existing roads, drainage, water and sewer infrastructure and other utilities for the proposed development.
- 4.17 Other public authorities may have separate requirements and should be consulted prior to commencement of works in the following respects:
 - Australia Post for the positioning and dimensions of mail boxes in new commercial and residential developments;
 - AGL Sydney Limited for any change or alteration to gas line infrastructure;
 - Ausgrid for any change or alteration to electricity infrastructure or encroachment within transmission line easements;
 - Telstra, Optus or other telecommunication carriers for access to their telecommunications infrastructure.
- 4.18 Undertake the removal of trees as shown on the approved plan in a manner so as to prevent damage to those trees that are to be retained.
- 4.19 Design, locate and install underground services to minimise or prevent tree root damage in accordance with Australian Standard AS 4970-2009: *Protection of Trees on Development Sites*.

5. PRIOR TO ISSUE OF ANY OCCUPATION CERTIFICATE

- 5.1 All conditions under this section must be met prior to the issue of any Occupation Certificate.
- 5.2 Prior to the occupation or use of the building/structure, an application for an Occupation Certificate for the development must be submitted to and approved by the Principal Certifying Authority. The Occupation Certificate application is to satisfy all of the requirements of the *Environmental Planning and Assessment Regulation 2000*.
- 5.3 Prior to the issue of an Occupation Certificate, the building shall be completed in accordance with the relevant provisions and requirements of the Building Code of Australia.
- 5.4 The consolidation of all lots comprising the site by registered subdivision prior to the issue of any Occupation Certificate. Documentary evidence of the Consolidation Plan registration with the Land and Property Management Authority must be submitted to the Accredited Certifier prior to the issue of any Occupation Certificate.
- 5.5 Prior to any Occupation Certificate, a suitably qualified acoustic consultant is to confirm that the development will not exceed the following LAeq levels:
 - (a) In any bedroom in the building – 35dB(A) at any time between 10 pm and 7 am
 - (b) Anywhere else in the building (other than a garage, kitchen, bathroom or hallway) – 40 dB(a) at any time.
- 5.6 Prior to the issue of an Occupation Certificate, any damage not shown in the Dilapidation Report submitted to and approved by the Principal Certifying Authority prior to site works commencing, will be assumed to have been caused as a result of the site works undertaken with respect to the development and must be rectified at the applicant's expense.
- 5.7 Where the proposed use of the development discharges waste other than domestic sewage, then the submission of a liquid trade waste application and subsequent approval by Council as the Water and Sewer Authority, to discharge liquid trade waste into the sewerage system is required prior to issue of the Occupation Certificate.
- 5.8 After the trade waste facility has been constructed, an *"Application for final inspection of a new Liquid Trade Waste Facility"* must be submitted to Council as the Water and Sewer Authority. Council's final approval for the liquid trade waste facility is required prior to the issue of the Occupation Certificate.
- 5.9 Prior to the issue of an Occupation Certificate, the developer must comply with the requirements (including financial costs) of any relevant utility provider (for electricity, water, sewer, drainage, gas, telecommunications, roads, etc) in relation to any connections, works, repairs, relocation, replacements and/or adjustments to public infrastructure or services affected by the development.
- 5.10 Prior to the issue of an Occupation Certificate, the required rainwater tank is to be provided in the location as detailed within the approved development plans with suitable plumbing connections provided to collect rainwater from the roof area as detailed within the BASIX Certificate applicable

to the development. The required rainwater tank is to be installed in accordance with the requirements of the National Plumbing and Drainage Code AS/NZS 3500 and shall be provided with first flow diversion devices fixed to all inflows and a functioning pressure pump plumbed to service all fixtures as detailed within the BASIX Certificate applicable to the development. The required tank must be controlled in order that supplemental flow from domestic mains does not take place until the capacity of the tank has been reduced to 20%.

- 5.11 All works within the public road must be completed in accordance with the approved Civil Works design drawings and Council's *Civil Works Construction Specification* and be approved by Council as the Roads Authority prior to the issue of any Occupation Certificate.
- 5.12 The construction of the stormwater management system in accordance with the approved Stormwater Management Plan and AS/NZS 3500.3-2004. Certification of the construction by a suitably qualified consultant shall be provided to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 5.13 The construction of stormwater drainage works external to the site and discharging into a public system or public land in accordance with the approved Stormwater Management Plan and Council's *Civil Works Construction Specification*. All works must be approved by Council under Section 68 of the Local Government Act 1993 prior to issue of the Occupation Certificate. All other stormwater management works must be approved by the Principal Certifying Authority.
- 5.14 Prior to the issue of the final Occupation Certificate, a 'Restriction on the Use of Land' shall be created on the title of the land restricting any alteration to the on-site stormwater detention system. The terms of the Restriction are to be prepared to Council's standard requirements. Central Coast Council shall be nominated as the party to release, vary or modify the restriction.
- 5.15 Prior to the issue of the final Occupation Certificate, a 'Positive Covenant' shall be created on the title of the land requiring the registered proprietor to ensure the continued maintenance and performance of the on-site stormwater detention structure. The terms of the positive covenant are to be prepared to Council's standard requirements. Central Coast Council shall be nominated as the party to release, vary or modify the restriction.
- 5.16 The original completed request forms (Department of Lands' standard forms 13PC and 13RPA) must be submitted to Council for authorisation. A copy of the work-as-executed plan (details overdrawn on a copy of the approved stormwater management plan) and Civil Engineer's certification must accompany the completed request forms. Documentary evidence of the registration of the Positive Covenant and 'Restriction on the Use of Land' shall be provided to the Principal Certifying Authority prior to the issue of the final Occupation Certificate.
- 5.17 Amend the deposited plan (DP) to include a s. 88B instrument under the Conveyancing Act 1919 to indemnify Council against claims for loss or damage to the pavement or other driving surface and against liabilities losses, damages and any other demands arising from any on-site collection service, at the applicant's cost.

- 5.18 The construction of the carpark, accesses and internal waste management in accordance with AS/NZS 2890 - Parts 1, 2 & 6. Certification of the construction of the carpark and associated accesses by a suitably qualified consultant shall be provided to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 5.19 Prior to the issue of an Occupation Certificate, all water and sewer works for the development must be approved by Council as the Water and Sewer Authority.
- 5.20 The obtaining of a satisfactory final plumbing & drainage inspection advice or Section 307 Certificate of Compliance under the *Water Management Act 2000* for water and sewer requirements for the development from Central Coast Council as the Water Supply Authority, prior to issue of the Occupation Certificate. All works for the development must be approved by Council prior to the issue of a Certificate of Compliance.
- 5.21 Prior to the issue of an Occupation Certificate, the provision of a corner splay on the Dunleigh Street / Tamar Ave intersection. This splay shall be dedicated as public road and at no cost to Council.
- 5.22 A management plan for waste collection is to be prepared and adopted for the site to ensure safe, orderly and efficient management of waste on the site and to mitigate adverse impacts to the street and residential amenity. The plan shall include, but not be limited to, ongoing maintenance of the waste area and the process for presenting the refuse receptacles for collection in accordance with the waste contractor's requirements. The plan shall include:
- A recyclables storage cupboard (adjacent to the garbage chute) is to be provided and identified on each floor.
 - A mobile garbage bin lifter is to be indicated within the principal waste storage enclosure to facilitate emptying of the recyclables bins from the interim recyclables storage room on each floor into the bulk waste bins in the principal waste storage enclosure.
 - Garden/landscaping waste shall be removed off site by the garden/landscaping contractor
 - Identification of who will be responsible for monitoring and transferring recyclables bins within the interim recyclables storage rooms on each floor to the principal waste storage enclosure to ensure storage capability is available at all times and who will be responsible to transfer all bulk waste bins to the holding/servicing location the evening before collection.
 - All residential waste vehicle manoeuvring is to be designed and certified to AS 2890.1 by a Traffic Engineer for the 10.5m long, dual rear axle HRV. The plans are to ensure sufficient room for other vehicles to enter the site while waste servicing is being undertaken to ensure no risk to the waste contractor, waste contractors vehicle or other vehicles.
 - Sufficient space is to be demonstrated/indicated to ensure other vehicles are able to enter the site while bulk waste bins are being serviced. Measures are to be adopted for the management of the waste collection area to minimize the potential for conflict with other vehicles wishing to

enter the site while waste servicing is being undertaken. The adopted measures shall address potential risk to the waste contractor, waste contractors vehicle or other vehicles.

- Fully dimensioned details of the waste storage room and the holding/servicing location at a suitable scale are required to demonstrate the ability to store, access, transport and service all bulk bins at the remote bulk waste bin servicing location.
- Details for the Internal management of the waste storage enclosure/interim recyclables room will be required for the storage of waste deposited into the chute and the recyclables interim storage rooms when bulk waste bins are in the holding/servicing location waiting to be serviced.
- Bulk bins must be able to be accessed without the need to shuffle bins to access other bins. ie no stacking etc. Sufficient room within both areas is required to allow bulk bins to be readily accessed by the appointed person to transport bins from the waste storage enclosure to the holding/servicing location and for the residential waste contractor to service bulk waste bins at the rear of the residential waste vehicle within the waste truck servicing area.
- A minimum 4.0m vertical height clearance is required in all waste vehicle manoeuvring area/s.

5.23 Construct the waste storage area to the following standards, for safety, amenity and maintenance reasons:

- a) floors must be constructed of concrete, graded and drained to an approved drainage outlet connected to the sewer and finished to a smooth even trowelled surface
- b) walls must be constructed with solid impervious material and must be cement rendered internally to a smooth even steel trowelled surface
- c) all intersections between the walls and floors must be coved with coving having a minimum radius of 25mm
- d) all entry points into the room must be bunded to prevent the escape of liquid waste. Bunding must be for 110% of the likely liquid storage waste and constructed in such a manner that does not obstruct the removal of waste receptacles from the room or create a safety risk to users
- e) adequate ventilation must be provided
- f) adequate lighting must be provided
- g) the ceiling must have a minimum height of 2.1 metres from floor level and be finished with a smooth faced non-absorbent material capable of being easily cleaned
- h) waste storage areas must prevent the access of vermin
- i) waste receptacles used must be compatible with Council's waste collection service
- j) the door to the storage area must be weatherproof and must be openable from the inside at all times; and
- k) hot and cold water hose cocks must be located inside or within close proximity to the waste storage areas to facilitate cleaning.

5.24 Prior to the issue of an Occupation Certificate, to ensure landscaping works are properly completed, the landscape designer must provide certification to the Principal Certifying Authority certifying that landscaping has been implemented in accordance with the approved landscape plan as amended by any conditions of this consent. This includes street tree planting.

- 5.25 Prior to the issue the Occupation Certificate, the Principal Certifying Authority shall receive a design verification from a qualified designer, being a statement in which the qualified designer verifies that the residential flat development achieves the design quality of the development as shown in the plans and specifications in respect of which the Construction Certificate was issued, having regard to the Design Quality Principles set out in Part 2 of State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development.
- 5.26 The car wash bay must be bunded in accordance with AS 1940–1993 and AS/NZS 4452–1997, covered and discharges directed to sewer in accordance with Council’s Trade Waste requirements. A separate trade waste approval must be obtained prior to connection to the sewer.
- 5.27 A minimum of 10% of all dwellings within the development are to be designed as suitable for adaptation for occupation by disabled/aged persons as outlined in AS 4299:Adaptable Housing. The adaptable housing should include a mix of outlook and include adaptable units located at the street front with a courtyard. Satisfactory plans demonstrating compliance are required to be provided. The plans are to demonstrate compliance including satisfactory circulation space and good layout design requiring minimal changes in accordance with the Australian Standard.
- 5.28 Execute a section 88E instrument under the Conveyancing Act 1919 to establish the following positive covenants; with Council having the benefit of these covenants and having sole authority to release and modify.
- a) The positive covenant(s) must ensure that for a period of 25 years from the date of the issue of the Occupation Certificate.
 - (i) All units must be used for the purposes of affordable housing as defined by the provisions of *State Environmental Planning Policy (Affordable Rental Housing) 2009*, and
 - (ii) all accommodation that is used for affordable housing must be managed by a registered community housing provider; and
 - (iii) the rent of each unit, is not to exceed the formula for Affordable Housing as defined in Clause 6 of *State Environmental Planning Policy (Affordable Rental Housing) 2009*; and
 - (iv) use for in-fill development under Division 1 of *State Environmental Planning Policy (Affordable Rental Housing) 2009*.
- 5.29 Plant a minimum of 6 replacement tree(s) (advanced specimens min 25lt pot size) in accordance with the recommendations in the arborist report (Report by Accurate Tree Assessment dated Sept 2018). Replacement trees must be native species capable of achieving a minimum mature height of 8 metres. New trees are not to be located within an authority’s service easement, or within 3m of an approved building. Where the replacement tree dies or is substantially damaged within five (5) years of planting, it must be replaced and maintained to maturity.
- 5.30 To minimise the opportunity for crime and in addition to the applicant’s submitted Crime Risk Assessment (dated 18 Nov 2017), supporting information and Crime Prevention Through Environmental Design principles, the development shall incorporate the following:

- i. In order to maintain a safe level of visibility for pedestrians within and around the development, adequate lighting to AS1158 is to be provided to all common areas including parking, the external storage areas and any pedestrian routes to these areas. All lighting shall be installed and directed in such a manner so as to ensure that no nuisance is created for surrounding properties.
- ii. Access control measure/s are to be provided to restrict access to the communal open space area from the public/street. Consideration of the installation of CC/TV to the communal open space area to minimise the opportunities for crime related to the external storage areas.
- iii. The means to isolate the various areas of the site shall be incorporated into the development, including measures for after-hours access. Ensure that the development minimises the opportunities for concealment or entrapment spaces.
- iv. Ensure the development management adopts an ongoing policy of rapid repair of vandalism and graffiti and ensuring that all lighting is in working order.
- v. Adequate signage within the development to identify facilities, entry/exit points and direct movement within the development.

5.31 An Operational Management Plan and tenancy agreements are to be developed and submitted to Council for review prior to the issue of a Construction Certificate. The Operational Management Plan is to be structured as follows:

- *Introduction* (description of building & location overview, details of Community Housing Provider, etc)
- *Management Arrangements* (managing agent contact details & managing agent role)
- *Becoming a resident* (application process, criteria and process for selecting residents, reference checks, occupancy agreements, ending agreements)
- *Resident information* (resident information pack, resident's legal rights and duties and general rules, common area rules and hours of use, car parking, car wash bay, and bike storage)
- *Emergency management* (emergency egress routes, evacuation plan, fire safety, important phone numbers, public display of name and number of managing agent and internal display of relevant information – house rules, emergency contacts)
- *Maintenance* (dwelling maintenance and inspections, incidents register, waste management & recycling)
- *Complaints/ Dispute handling and complaints register* (public display of name and number of managing agent and internal display of relevant information – rules, emergency contacts etc. All complaints should be entered into a register, purpose and function of complaints register, handling a dispute with a resident, handling a dispute between residents, dealing with aggression, liaison/relationship with neighbours and the local community and how impacts on residents will be mitigated and crime. Details should be provided on how liaison with neighbours will occur and what mitigation measures will be put in place to mitigate impacts on neighbours).
- *Forms* (resident application form, occupancy agreement, condition report, incident report)

6. ONGOING

- 6.1 The non-habitable rooms such as garages, storerooms or outbuildings must not be adapted or used for habitable purposes.
- 6.2 All stormwater treatment devices (including drainage systems, sumps and traps) must be regularly maintained in order to remain effective.
- 6.3 All on-site vehicle parking areas, markings, driveways and manoeuvring areas are to be maintained for the life of the development.
- 6.4 All waste generated on the premises shall be stored in a manner so that it does not pollute the environment. All waste generated on the premises shall be transport to a facility which is licensed to receive that material.
- 6.5 All waste collection services must not be undertaken before 7am any day of the week.
- 6.6 The owner/operator(s) of the site must maintain the external finishes of the building(s), structures, walls and fences for the life of the development and any graffiti must be removed in a timely manner.
- 6.7 The owner/operator(s) must effectively manage any incidences of anti-social behaviour or nuisance on the site by implementing appropriate responses to such incidences if they occur. The owner/operator(s) must also take appropriate measures after any such incident to reduce the likelihood of such incidences reoccurring on the site.
- 6.8 All site landscaping is to be maintained for the life of the development in accordance with the approved landscape plan, as amended by the conditions of this consent, and with the approved maintenance schedule.
- 6.9 Any plant or equipment required for refrigeration, air-conditioning, heating, filtering and the like must be suitably insulated for the purpose of reducing noise emissions and should not visibly screened so as not to project beyond the roofline or from an external wall. Regular servicing and maintenance of 'plant' to ensure that it is run in a proper and efficient manner.
- 6.10 Replace all damaged, dead or missing areas of lawn and plantings at the completion of the landscaping maintenance period, including adjoining road reserve areas that are in a state of decline, to a healthy and vigorous condition in accordance with the approved detailed Landscape Plans and Development Consent Conditions.
- 6.11 The Community Housing Provider is to undertake regular assessments of the rental levels for the local area to ensure that the development is affordable for the intended residents.
- 6.12 Implement and comply with the Council approved Operational Management Plan at all times during operation of the Affordable Housing component of the development.
- 6.13 The Community Housing Provider is to consult with owners of adjoining properties on a regular basis and establish a complaints register to address any issues that arise, such as noise, parking and other amenity impacts, to ensure the safety and security for both residents of the proposed

development and local residents. Any breach could result in a breach of the tenancy agreement and may result in termination of the contract.

- 6.14 Community information and resources relating to services and facilities, local and shire-wide events is to be provided to all residents to enable increased connections and wider participation within the surrounding community.

PENALTIES

- 1.A Failure to comply with this development consent and any condition of this consent may be a criminal offence. Failure to comply with other environmental laws may also be a criminal offence.

Where there is any breach Council may without any further warning:

- Issue Penalty Infringement Notices (On-the-spot fines);
- Issue notices and orders;
- Prosecute any person breaching this consent, and/or
- Seek injunctions/orders before the courts to retain and remedy any breach.

Warnings as to Potential Maximum Penalties

Maximum Penalties under NSW Environmental Laws include fines up to \$1.1 Million and / or custodial sentences for serious offences.

ADVISORY NOTES

- Discharge of sediment from a site may be determined to be a pollution event under provisions of the *Protection of the Environment Operations Act 1997*. Enforcement action may commence where sediment movement produces a pollution event.
- The following public authorities may have separate requirements in the following aspects:
 - a) Australia Post for the positioning and dimensions of mail boxes in new commercial and residential developments
 - b) Jemena Asset Management for any change or alteration to the gas line infrastructure
 - c) Ausgrid for any change or alteration to electricity infrastructure or encroachment within transmission line easements
 - d) Telstra, Optus or other telecommunication carriers for access to their telecommunications infrastructure

- e) Central Coast Council in respect to the location of water, sewerage and drainage services.
- Carry out all work under this Consent in accordance with SafeWork NSW requirements including the *Workplace Health and Safety Act 2011 No 10* and subordinate regulations, codes of practice and guidelines that control and regulate the development industry.

Dial Before You Dig

- Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial Before You Dig at www.1100.com.au or telephone on 1100 before excavating or erecting structures. (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial Before You Dig service in advance of any construction or planning activities.

Telecommunications Act 1997 (Commonwealth)

- Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on phone number 1800 810 443.



Clause 4.6 Variation to Development Standard Clause 4.3 Height of Building



Perspective, CKDS, 2017

Document Control

Title: Clause 4.6 Request to Amend Development Standard
Proposal: Affordable Housing Development
Address: 6-10 Dunleigh Street, Toukley
Job No: 17NEW0161
Client: Yoomin Choi

Document Issue

Issue	Date	Prepared by	Reviewed by
Draft 1	3/01/2018	Liam Buxton	Kirsty Tepper
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Signed,

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1 Request to Vary a Development Standard

1.1 Purpose

This variation under Clause 4.6 of the *Wyong Local Environmental Plan 2013* (WLEP 2013) has been prepared by Barr Property and Planning on behalf of Compass Housing (the Applicant). It is submitted to Central Coast Council in support of a development application for a new affordable housing development at 6-10 Dunleigh Street, Toukley.

Specifically, this clause 4.6 request to vary a development standard seeks to increase the maximum building height provision stated within clause 4.3 of the Wyong LEP. Clause 4.3 sets a 12m height limit for development on the site. The proposed development achieves a height of RL 18.1m, including the lift overrun atop the roof. This can be seen in the revised elevations prepared for the proposal, in Appendix A. RLs across the site are variable between 4.52 and 4.25m, as demonstrated within Appendix B.

The proposed height increase is calculated within Section 0. The variation is minor, is unique to the proposed development, and will not set precedence for surrounding development.

This variation request made under Clause 4.6 has been revised following comments received from Council, regarding variations to the height for the proposed development. It is noted that the initial request for variation to height was a variation of 6.6m to allow the development of 40 units on the site. The proposal has been revised since lodgement, in response to public submissions and Council concerns. The proposal now presented to the JRPP represents a significant decrease in height from that initially proposed.

This variation request is considered to replace the request lodged in January 2018 which accompanied the initial development application, and has been revised to relate specifically to the proposed 34 unit development.

1.2 Statutory and Legal Context

Clause 4.6 of the Wyong LEP is the statutory mechanism that allows the consent authority to grant consent to development that departs from a development standard imposed by the LEP. The clause aims to provide an appropriate degree of flexibility in applying certain development standards, including Height of Building control, to achieve better outcomes that are in the public interest. The objectives of this clause are:

- (a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,*
- (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

Furthermore, clause 4.6(3)-(5) of the Wyong LEP 2013 provides that:

4.6 Exceptions to development standards

- (3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has*



- considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*
- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*
- (4) Development consent must not be granted for development that contravenes a development standard unless:*
- (a) the consent authority is satisfied that:*
 - (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) the concurrence of the Secretary has been obtained*
- (5) In deciding whether to grant concurrence, the Secretary must consider:*
- (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
 - (b) the public benefit of maintaining the development standard, and*
 - (c) any other matters required to be taken into consideration by the Secretary before granting concurrence.*

Clause 4.6 requires that a consent authority be satisfied of the following objectives, before granting consent to a development that contravenes a development standard:

- That the applicant has adequately demonstrated that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case (cl.4.6(3)(a)),
- That the applicant has adequately demonstrated that there are sufficient environmental planning grounds to justify contravening the development standard (cl. 4.6(3)(b)), and
- That the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out (cl. 4.6(4)(a)(i)).

The consent authority's satisfaction as to those matters must be informed by the objective of providing flexibility in the application of the relevant control to achieve better outcomes for and from the development in question.

1.3 Consistency with Common Law Guidance

Assistance on the approach to justifying a development standard variation is found in certain defining decisions of the NSW Land and Environment Court, in particular in the judgements for:

- *Wehbe v Pittwater Council [2007] NSWLEC 827,*



- *Four2Five Ltd v Ashfield Council* [2015] NSWLEC 1009,
- *Micaul Holdings Pty Ltd v Randwick City Council* [2015] NSWLEC 1386,
- *Moskovich v Waverly Council* [2016] NSWLEC 1015, and
- *Zhang and anor v Council of the City of Ryde* [2016] NSWLEC 1179.

The Land and Environment Court has established questions to be addressed in variations to development standards lodged under *State Environmental Planning Policy 1 – Development Standards* through the judgement of Justice Lloyd, in *Winten Property Group Ltd v North Sydney Council* [2001] 130 LGERA 79 at 89. The test was later rephrased by Chief Justice Preston, in the decision of *Wehbe v Pittwater Council* [2007] NSW LEC 827 (Wehbe).

In *Wehbe v Pittwater* [2007] NSWLEC 827 (Wehbe), Preston CJ of the Land and Environment Court identified five ways in which an applicant might establish that compliance with a development standard is unreasonable or unnecessary. It was not suggested that the five ways were the only ways that a development standard could be shown to be unreasonable or unnecessary. Nor does the development need to demonstrate satisfaction of more than one of five ways outlined.

While *Wehbe* related to objections made pursuant to *State Environmental Planning Policy No. 1 – Development Standards* (SEPP 1), the analysis can be of assistance to variations made under clause 4.6 where subclause 4.6(3)(a) uses the same language as clause 6 of SEPP 1 (see *Four2Five* at [61] and [62]).

The five ways outlined in *Wehbe* include:

1. The objectives of the standard are achieved notwithstanding non-compliance with the standard (**First Way**),
2. The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary (**Second Way**),
3. The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable (**Third Way**),
4. The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable (**Fourth Way**),
5. The zoning of the land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the parcel of land should not have been included in the zone (**Fifth Way**).

1.4 Scope

In accordance with the statutory requirements, and as guided by the above case law, this clause 4.6 request:

- Identifies the development standard to be varied (**Section Error! Reference source not found.**),
- Identifies the extent of the variation sought (**Section 0**),



- Establishes that compliance with the development standard is unreasonable or unnecessary in the circumstances (**Section 4.1**),
- Demonstrates that there are sufficient environmental planning grounds to justify the variation (**Section** Error! Reference source not found.),
- Demonstrates that the consent authority can be satisfied that the proposal is in the public interest because it is consistent with the objectives of the standard and the objectives for development within the R3 Medium Density Residential Zone (**Section** Error! Reference source not found.), and
- Provides an assessment of the matters the Secretary is required to consider before granting concurrence (**Section 4.4**), namely:
 - Whether the contravention of the development standard raises any matter of significance for State or regional environmental planning, and
 - The public benefit of maintaining the development standard, and
 - Any other matters required to be taken into consideration by the Secretary before granting concurrence.

It is concluded in **Section** Error! Reference source not found. that development consent can be granted to the proposal despite the proposed deviation from the development standard because, pursuant to clause 4.6(4)(a), the consent authority can be satisfied that:

- This written request has reasonably addressed the matters required to be demonstrated by clause 4.6(3), and
- The proposed development will be in the public interest because it is consistent with the objectives of the standard and the objectives for development within the zone; refer to Section 4.4.2.



2 Land Subject to this Variation

2.1 Site Description

This Clause 4.6 request to vary a development standard pertains to land at 6-10 Dunleigh Street, Toukley. The property description of the site comprises the following parcels of land:

- (a) 6 Dunleigh Street: Lot 6 in Deposited Plan 22986,
- (b) 8 Dunleigh Street: Lot 5 in Deposited Plan 22986, and
- (c) 10 Dunleigh Street: Lot 4 in Deposited Plan 22986.

The site has a rectangular configuration with an area of 2,160 square metres. It has a primary (east-facing) street frontage to Dunleigh Street, a secondary (south-facing) street frontage to Tamar Street, a side (north-facing) boundary to 161 Main Road and a rear (west-facing) boundary to 14 Tamar Street.

2.2 Urban Structure and Built Form

The urban structure and built form of the area is influenced by local coastal topography, lake systems and the construction of Main Road, which provides a link between the Pacific Highway and the Coast, connecting Wyong to the south-west. The local street network is generally rectilinear in form and influenced by topographical conditions.

Land use in the area is varied although predominantly residential, within the immediate locality of the site. There is a range of commercial and business uses along Main Road to the east and west, including hotels, motels, restaurants, retail, motor vehicle related premises, and light industrial uses.

The site is approximately 450 metres west of Toukley town centre on the NSW Central Coast, on a peninsula separating Tuggerah Lake and Budgewoi Lake. The site is approximately six kilometres east of Wyong Hospital.

2.3 Topography

The gradient of the site is relatively flat; ranging from RL 4.43 metres (AHD) to 4.26 metres (AHD). Further topographic details are provided on the Site Survey, prepared by Trehy Ingold Neate Land Development, included as Appendix B of the Statement of Environmental Effects.





Figure 1: Aerial image of the subject site as depicted by the red box (maps.six.nsw.gov.au)



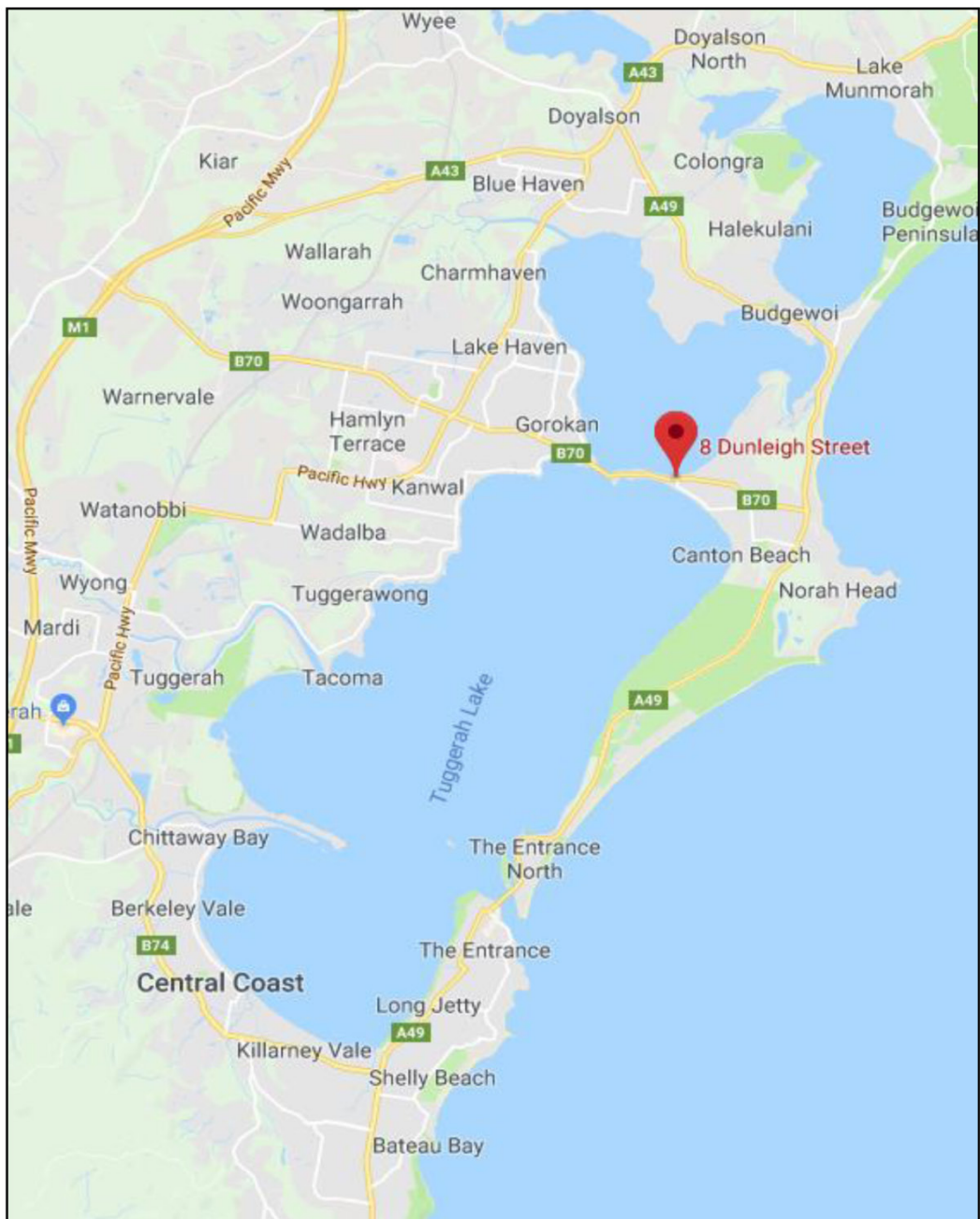


Figure 2: Location of the subject site in the broader locality (maps.google.com.au)



2.4 Strategic Planning Context

The strategic planning context of the site is set by the hierarchy of plans and policies applicable to the site and its region. While the State Environmental Planning Policies (SEPPs), Local Environmental Plan (LEP), and Development Control Plan (DCP) apply the relevant development controls under the EPA Act, the broader context for development of the site is based on the characteristics of the locality. These characteristics are defined in terms of the present, and likely future, social, environmental and economic trends affecting the region. Such trends are accounted for within the Central Coast Regional Plan. The proposed development is reviewed for consistency with the Regional Plan below.

The Department of Planning and Environment released the Central Coast Regional Plan 2036 in October 2016. The Regional Plan provides an overarching framework that will guide the preparation of detailed land use plans.

Goal 4 of the Regional Plan is to provide “a variety of housing choice to suit needs and lifestyles”. To this end, the Regional Plan states under Goal 4 that:

Demographic trends towards smaller households and an aging population will fuel the need for greater housing diversity in locations with good access to transport, health and community services, and more affordable housing. Providing a variety of housing types, including more affordable options in both existing and new areas across the region will allow people to age-in-place and maintain their connections with social networks and family. It may also avoid concentrations of particular types of housing, such as seniors housing and holiday housing with absentee owners.

The benefits of affordable housing and smaller housing types for the region are clearly highlighted within the Regional Plan. These include housing diversity, leading to a mix of dwelling types and creating greater potential for a diverse residential community. Increased small and affordable housing in the locality provides an opportunity for the existing community to age in place, retaining social ties and community fabric.

The Regional Plan aims to provide a variety of housing types, including more affordable options in both existing and new areas across the region.

In order to achieve this additional housing, the Regional Plan has proposed a variety of ‘Actions’. All relevant Actions have been addressed below:

Action 19.2 Review development controls to accelerate housing supply

This application seeks a variation to a development standard to permit additional building height within an area that has been identified for higher density development. The Central Coast Regional Plan Implementation Plan 2016 identifies that this Action should be delivered within the short term, with the assistance from the Department of Planning and Environment. This action recognises an urgent need to increase housing supply throughout the Region. The additional building height applied to the site will enable this development of 34 units within the determined timeframe in accordance with the Action. This request for a variation should be considered consistent with Action 19.2 and the delivery timeframe.



20.1 Improve housing choice by supporting housing delivery in and near the growth corridors and local centres

Toukley is identified within the Regional Plan as a local centre (Department of Planning 2016, pg. 52). Local centres as defined by the regional plan as:

Local centres provide jobs and services such as shopping, dining, entertainment, health and personal services to meet the daily and weekly needs of the local community. The Central Coast region hosts a number of local centres including Toukley, the Entrance, Long Jetty, Terrigal, Umina, Ourimbah, Ettalong, Point Clare, Kincumber and Killarney Vale.

The proposed development seeks to develop 34 units for the provision of affordable housing on a site that has been identified by the Wyong LEP 2013 (cl.7.11 Wyong LEP) and Central Coast Regional Plan (as above) for increased housing development. The Implementation Plan has identified Action 20.1 to be ongoing. The request for additional building height will facilitate improved housing choice in an identified local centre and is considered consistent with this Action.

20.2 Promote renewal opportunities in other local centres that have good accessibility and can support small-scale renewal

As stated within the supporting Statement of Environmental Effects (Barr Property and Planning 2017) and SEPP 65 Design Report (CKDS 2017) the subject land is located within an area that is highly accessible by public transport and has access to neighbouring community facilities.

This is further enforced through the application of *State Environmental Planning Policy (Affordable Rental Housing) 2009 (AHSEPP)*, which requires infill development outside the Sydney Regional area to be 'accessible', as defined by clause 10 of the SEPP.

The proposal seeks a unique infill renewal opportunity, to amalgamate three existing allotments to provide a suitable lot for the proposed development.

The additional building height will allow better design outcomes for the locality, while providing additional housing choice within an accessible area, pursuant to the requirements of SEPP 65.

The additional building height is considered consistent with the outcomes identified in Action 20.2 of the Regional Plan.

21.1 Provide greater housing choice by delivering diverse housing, lot types and sizes, including small-lot housing in infill and greenfield housing locations.

The Regional Plan has indicated that more one and two-bedroom units are required within the Local Centres to cater for the projected demand. In addition, it states that



Social and affordable housing will be needed for people on low incomes and a variety of housing solutions will be developed for different parts of the region. Increasing the overall supply of housing will help to reduce upward pressure on the cost of housing.
(Department of Planning and Environment, 2016, pg. 47).

The additional building height that is proposed as part of the development application will facilitate additional one and two-bedroom housing units, within an area identified as a key site to support higher density accommodation. The request for additional building height should be considered favourably, in support of Action 21.1.

The above review demonstrates that the proposal is entirely consistent with the strategic planning context of the site. This is particularly evident in the way the proposal seeks to increase the supply of small affordable dwellings within an existing infill development site, in close proximity to the recognised local centre of Toukley.

2.5 Central Coast Housing Market

The NSW Department of Family and Community Services (FACS) has assessed the housing market for the Central Coast Region. Wyong has been identified to have a high need for affordable housing. The assessment has concluded that the vast majority of dwellings in the Central Coast are separate houses built for families, which do not cater for the growing number of single person households (FACS, 2017).

Studio apartments and one and two-bedroom dwellings combined comprise 14.2% of the total dwellings in Wyong (FACS, 2017). The trend to decline in the proportion of rental housing that is affordable for lower income households to rent is evident in the Central Coast, as depicted in Figure 3 below.

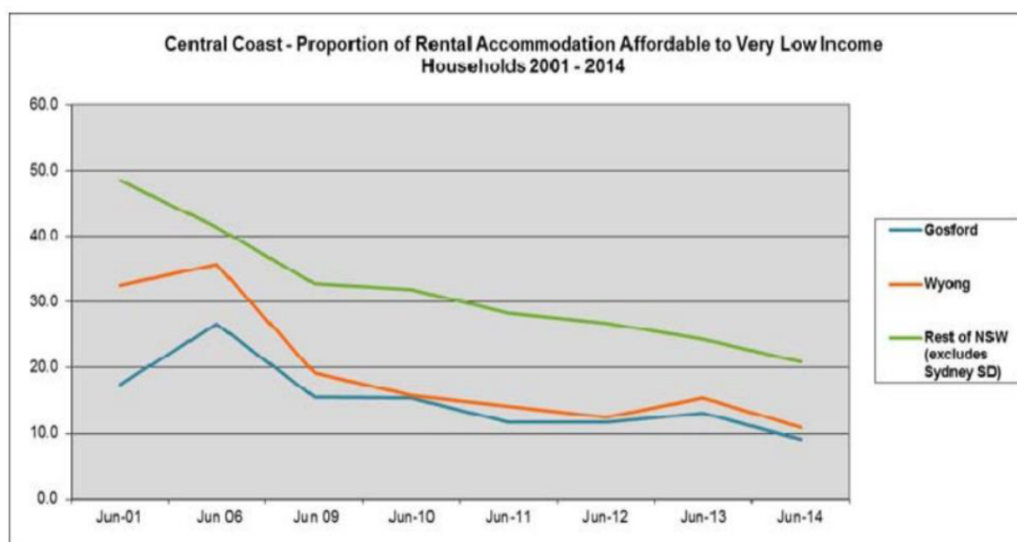


Figure 3: Proportion of Rental Accommodation Affordable to Very Low Income Households (FACS 2017)



The graph shows the change in proportion of private rental accommodation that is affordable to very low-income households in Gosford, Wyong and the Rest of NSW (excluding Sydney). It is evident in the above figure that Wyong is deficient in affordable housing stock available to very low-income earners compared to the rest of the State.

FACS has calculated the number of rental bonds lodged that were affordable to low income households in 2006, 2010 and 2013 in Wyong. There has been a substantial reduction in the number of affordable bonds lodged over that period. The table below illustrates the number of new bonds lodged that were affordable to low income households in the aforementioned monitoring period.

Table 1: Decline of Affordable Rental Housing Stock in Wyong.

Number of Affordable Rental Properties for Low Income Households			
LGA	2006	2010	2013
Wyong	4,795	2,916	2,410

The Wyong Local Government Area (LGA), now part of the Central Coast LGA, experienced a significant decline in the number of bonds lodged for affordable housing between 2006 and 2013, with an approximate 50% reduction. It is assumed that the reduction in bonds lodged is directly linked to the availability of affordable rental housing. This represents a decrease in the total number of affordable rental properties for low income households to half its initial level, over only seven years.

2.5.1 Housing Demand

Located between Sydney and Newcastle, with significant areas of national park, forest, conservation areas, beaches and waterways, the Central Coast has a population of over 312,000. This region has historically been regarded as more affordable for rental and owner-occupied housing than neighbouring Sydney and is forecast to experience significant population, household and dwelling growth to 2031.

2.5.1.1 Household Type

There has been minimal change in household types between 2001 and 2011, with Wyong LGA experiencing a small decrease in the proportion of couple families with children and couple only households and a slight increase in one parent families and lone person households. Figure 4 depicts the household type for the Central Coast, as reported by FACS.



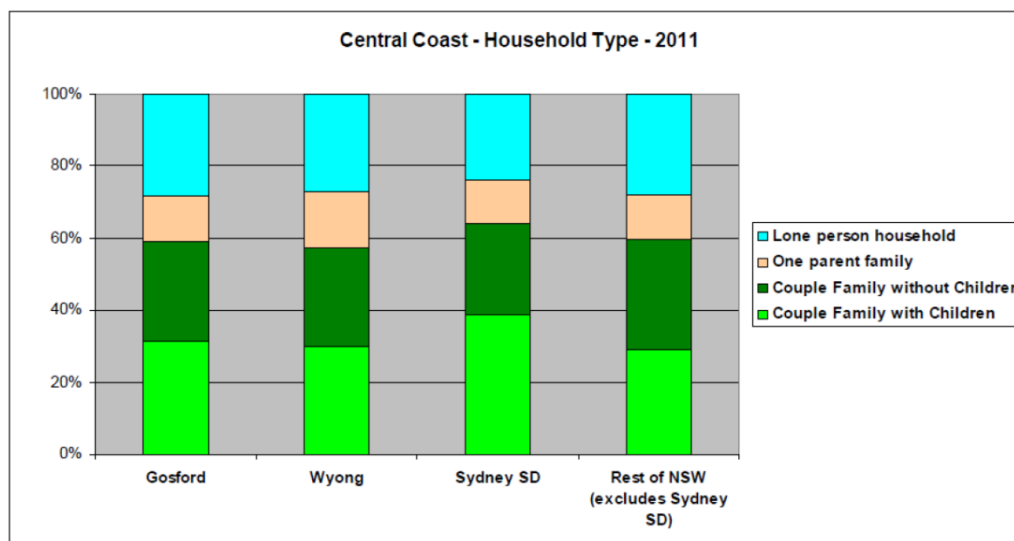


Figure 4: Central Coast Household Type, 2011 (FACS, 2017)

The figure above illustrates the proportion in each of the key household types in Gosford, Wyong, Sydney and the Rest of NSW at the 2011 Census. It is evident that the dominant household type is families with and without children. However, housing for this cohort has dominated market supply. Additional housing stock is to be provided for the emerging cohorts of lone person and one parent family households.

2.5.1.2 Income

In Wyong, the largest income cohort was the 'low income' bracket, which constituted 55% of the population; unlike Sydney which had 37.6% comparatively. Figure 5 below depicts the proportion of low, moderate and high-income households in Gosford, Wyong, Sydney and the rest of NSW at the 2011 Census.



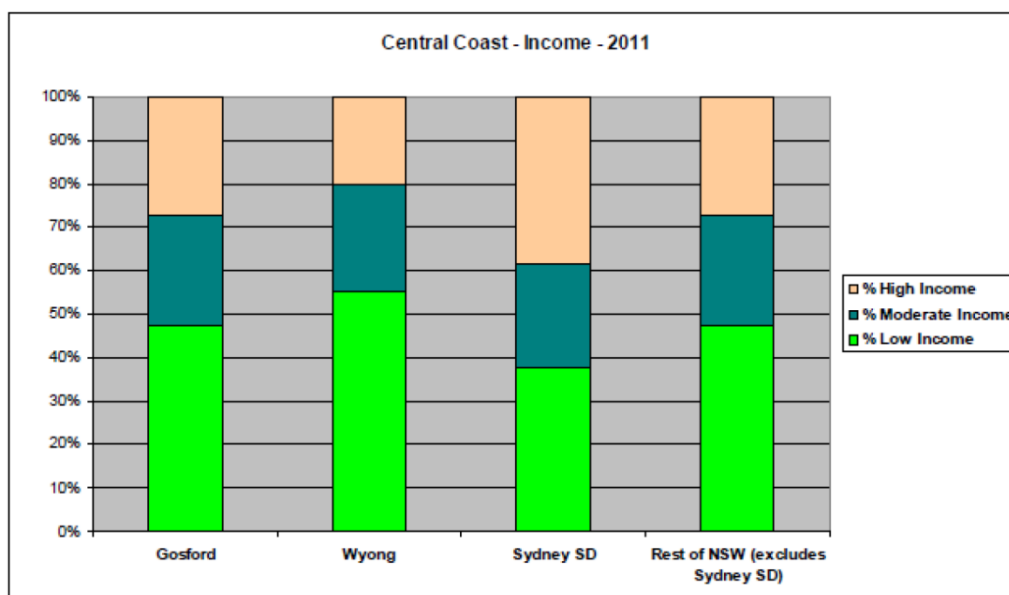


Figure 5: Central Coast income distribution (FACS 2017)

Figure 5 shows that Wyong has the largest percentage of low income earners and the smallest percentage of high income earners when compared to Gosford, Sydney and the rest of NSW.

The number of low income households increased between 2006 and 2011 in the Central Coast Region, as demonstrated in Figure 6 below.

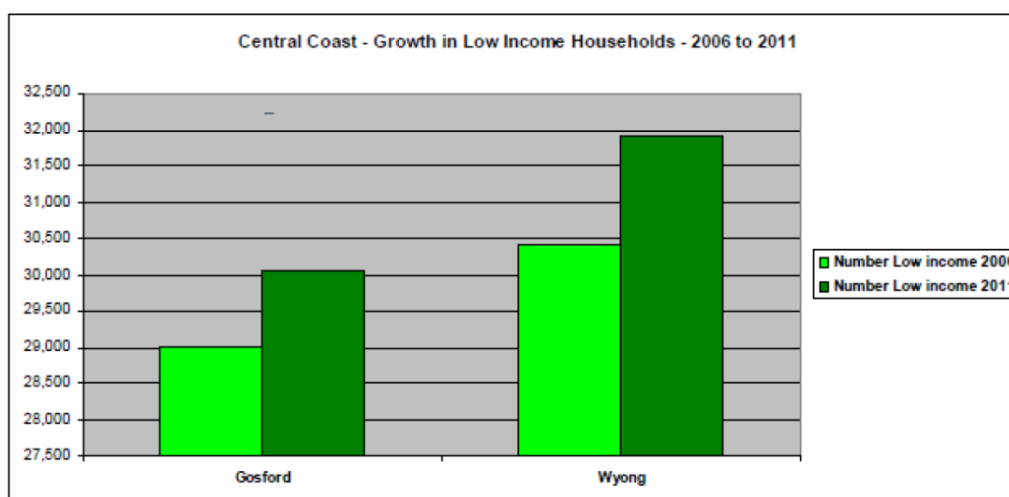


Figure 6: Growth in low income households within the Central Coast Region between 2006 and 2011. (FACS 2017)



2.5.2 Housing Supply

The vast majority of dwellings in the Central Coast (75%) are separate dwellings built for families, which do not alleviate the strain placed on the housing market for the emerging cohort of single occupant households.

2.5.2.1 Dwelling Type

Between 2006 and 2011, the majority increase in dwelling type within Wyong was for Separate Dwellings. Attached dwellings comprised just 8.1% of all dwellings in Wyong, with units being only 5.2% of total dwellings. The figure below depicts the proportion of each of the key dwelling types in Gosford, Wyong, Sydney and the rest of NSW at the 2011 Census.

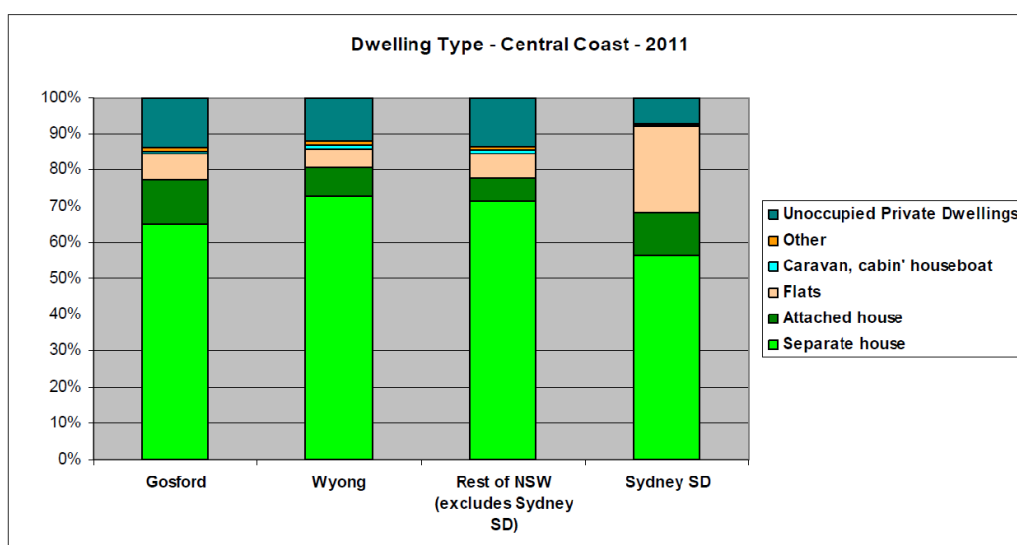


Figure 7: Central Coast Dwelling Type, Census 2011 (FACS 2017)

Over 70% of the total housing stock in Wyong is detached housing, with unoccupied dwellings comprising approximately 11% of the housing stock. Gosford exhibits similar trends to Wyong as well as the rest of the State. It is evident that a greater diversity of housing stock is required to be provided throughout the Central Coast region to satisfy the demand (as discussed in Section 2.5.1).

The forecast increase in older age cohorts in the population and the increased number of single person and couple only households would ideally be accompanied by an increase in the number of studio, one and two-bedroom dwellings. However, the Central Coast region has conversely exhibited a decrease in studio, one and two -bedroom housing stock. Consequently, the diversity in housing stock has decreased throughout the Central Coast region.

The table below illustrates the change in the number of studio, one, two, three and four or more bedrooms dwellings between 2001 and 2011.



Table 2: Change in number of bedrooms (FACS 2017)

Change in number of bedrooms 2001 – 2011

Area	0	1	2	3	4	total
Gosford	-3	-131	-703	-761	3,205	1,607
Wyong	-20	-59	-260	-340	5,087	4,408
Sydney SD	1,414	8,969	26,166	-3,731	84,406	117,224
Rest of NSW (excludes Sydney SD)	-268	-515	-7,180	-7,379	59,288	43,946

Wyong has shown a decrease in housing stock for studio, one, two and three-bedroom dwellings. This has been displaced by an increase in four-bedroom dwellings. The additional building height will enable the construction of 33 two-bedroom units and one one-bedroom unit, to provide needed housing supply within a deficient dwelling type.

The increased building height applied to the site is intended to directly achieve the provision of additional one and two-bedroom units to increase the provision of affordable housing. The provision of additional building height will enable these units within a locality that has been identified to have a shortage (as identified in Figure 1 and Table 1), as well as, being an area identified to support affordable housing growth (see section 2.4).

The provision of additional building height as part of this proposal is in alignment with the strategic vision of the local centre (as described above) to assist in alleviating pressure on housing affordability. This will be achieved by the provision of additional affordable rental housing stock (as a result of additional building height) within an area that has had a significant reduction in affordable housing stock since 2006.



3 Development Standard to be Varied

This section of the report aims to provide a detailed insight into the legislative controls applied to the proposal and the variation sought under clause 4.6 of the LEP. Specifically, this clause 4.6 request to vary a development standard seeks to increase the building height permitted for the site under clause 4.3 of the Wyong LEP. The proposal seeks to provide 34 units for affordable housing, based on a variation to the height permitted under clause 4.3. The proposed increase as calculated within Section 0 (below) is minor, is unique to the proposed development, and will not set precedence for surrounding development.

3.1 Wyong Local Environmental Plan 2013

The development standard that is sought to be varied as part of this application is Clause 4.3 of the Wyong LEP 2013, which stipulates the maximum height of building applicable to the subject development proposal. Relevant sections of clause 4.3 of the Wyong LEP are reproduced below:

4.3 Height of Buildings

(1) The objectives of this clause are as follows:

- (a) To establish the maximum building height limit for buildings to enable the achievement of appropriate development density,*
- (b) To ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,*
- (c) To ensure that the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views,*

(ca) [Not applicable]

(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

(2A) [Not applicable]

(2B) [Not applicable]

(2C) [Not applicable]

The site is mapped under the Wyong LEP 2013 to have a maximum building height of 12 metres, as indicated by Figure 8 below.



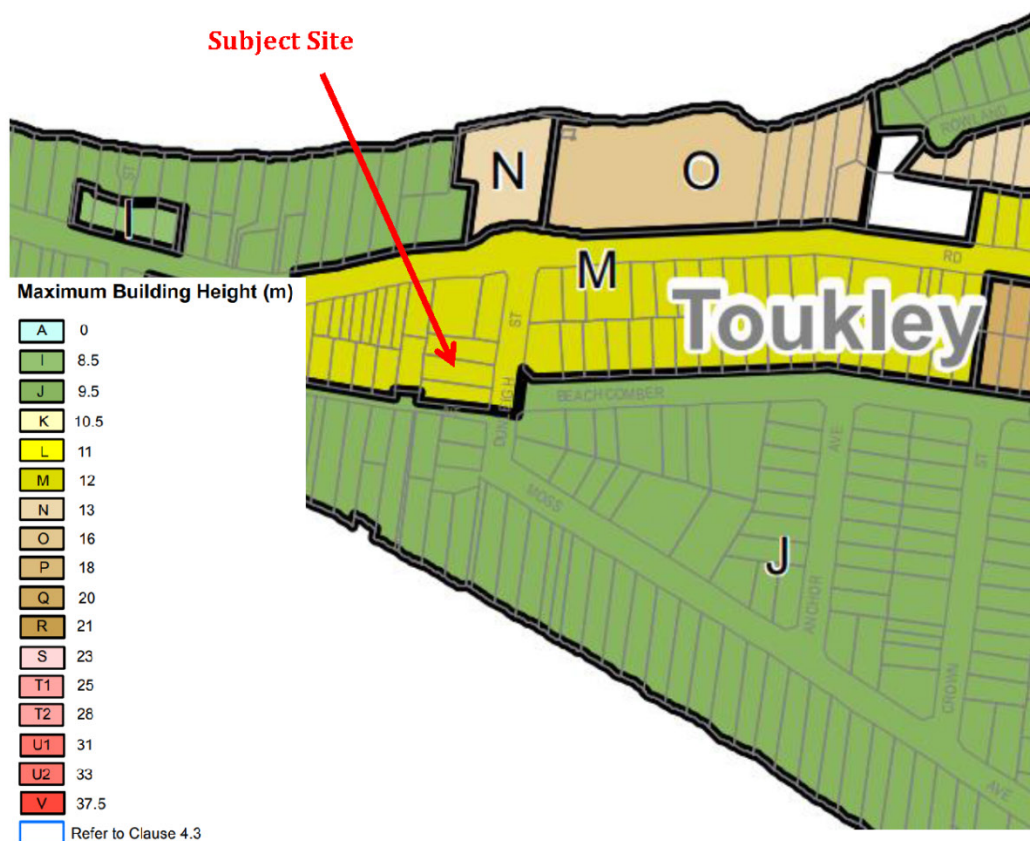


Figure 8: Map extract from the Wyong LEP 2013, Maximum Building Height

It is important to note that the surrounding development has an inconsistent maximum building height; ranging from 9.5m in the residential area to the south & east and 13-16 metres within the mixed-use area north of the subject site. It is also important to note that the site is identified as a Key Site under clause 7.11 of the Wyong LEP 2013, as illustrated in Figure 9 below.



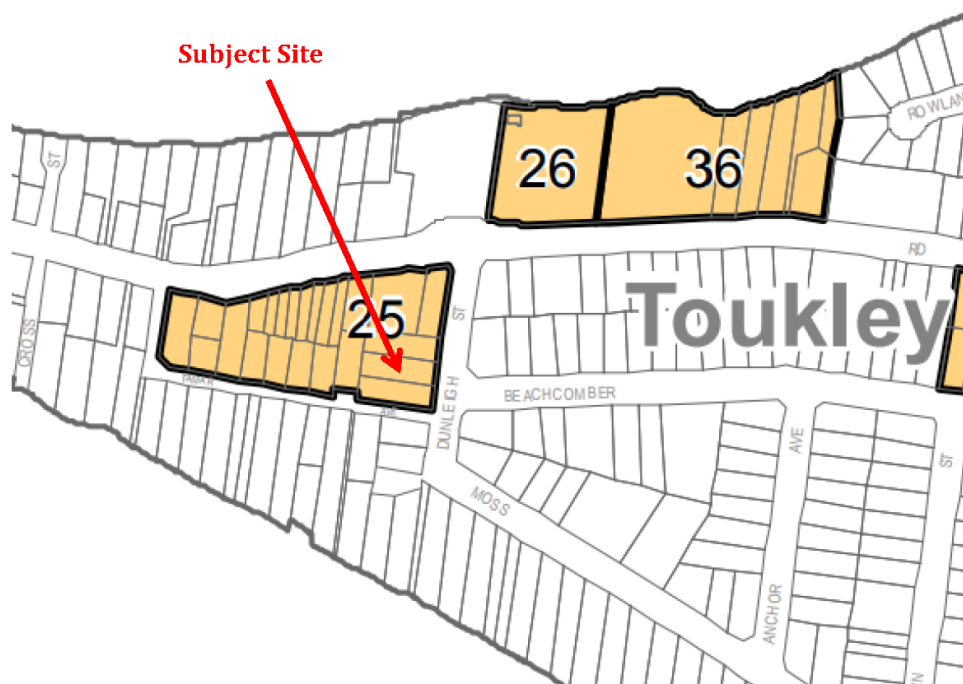


Figure 9: Extract from the Wyong LEP 2013 Key Sites Map

Key Site 25, of which the development site is a part, is mapped to have a maximum height limit of 25 metres, in accordance with clause 7.11 of the Wyong LEP 2013. This represents an increase of 13 metres over and above the height permitted as mapped on Sheet HOB_19 of the Wyong LEP 2013 (Figure 8).

Nomination of the site as a 'Key Site' indicates that Council has identified the subject site and adjacent allotments for high density development in the future. This is portrayed through the increase in allowable development height depicted in Figure 9. The objectives of key sites as stated within clause 7.11(1), include:

- (a) *To deliver a high standard of design excellence for certain key sites in Wyong,*
- (b) *To encourage the amalgamation of those key sites to provide opportunities for the expansion of, and improvements to, the public domain,*
- (c) *To provide a catalyst for the social and economic development of centres within Wyong,*
- (d) *To deliver significant public benefit to the community.*

The proposal does not seek to apply for consent for additional height up to 25m, permitted under clause 7.11 of the Wyong LEP 2013. This is due to the fact that a DCP would be required for the site in order to make use of the key site provisions. The proposed development is subject to stringent time constraints arising from State Government funding, which are aimed at facilitating the efficient provision of affordable housing throughout the State. In order to achieve the additional height requested for the



proposed development, it is necessary to submit a request for variation to the development standard relating to height.

Although the proposal will not utilise clause 7.11 to attain this increased height, it is noted that the proposal is consistent with the prescribed objectives for development of key sites. It will:

- provide a design that is of a high standard of excellence, as illustrated within the Revised Plans within Appendix A;
- include the amalgamation of three allotments within the key site;
- provide an increased number of residents, consequently being a catalyst for social and economic development within the Toukley local centre; and
- deliver a significant benefit to the local community in the form of the provision of increased diversity and affordability of dwelling stock, which is an identified need for the locality and the region.

3.2 Nature of the Variation

This clause 4.6 request to vary a development standard seeks to increase the maximum building height provision stated within clause 4.3 of the Wyong LEP. Clause 4.3 sets a 12 metre height limit for development on the site. The proposed building has a maximum building height of RL 18.1 metres, as illustrated on the elevations (SK-201 Issue C) prepared by CKDS (Appendix A). This accounts for the highest point of the building, being the lift overrun within the centre.

The calculated height of the building is based on consideration of the RLs across the site. These are illustrated within Appendix B, and vary between 4.52 metres and 4.25 metres.

Architectural plans for the site are based on an averaged RL of 4.4 metres. The RL for the centre of the site, below the proposed location of the lift overrun, is 4.29 metres and is shown in Appendix C.

The proposed height of the building, based on RLs below the lift well, is calculated below:

Natural Ground Level = 4.29m AHD (A)

Maximum Reduced Level = 18.1m AHD (B)

Height of Building = (B) – (A) = 13.81 metres (C)

Clause 4.3 maximum height = 12 metres (D)

Proposed variation = (C) – (D) = 1.81 metres (15%)

The overall height of the proposed building is 13.81 metres above natural ground level. This is an exceedance of 1.81 metres above the maximum building height limit as stated by the *Height of Buildings Map* Sheet HOB_019 of the Wyong LEP 2013, refer to Figure 8; and a departure from the total allowable maximum building height of 15%.



The applicant seeks to vary the maximum height of building permitted for the site by requesting a variation to clause 4.3 of the Wyong LEP, from 12 metres to 13.81 metres, as shown in the table below.

Clause 4.3 of the Wyong LEP	
Current Maximum Height of Building	Proposed Maximum Height of Building
12 metres	13.81 metres

The proposed height is less than the intended future use of the site as a 'key site', and will facilitate the provision of 34 affordable housing units within a local centre (section 2.4), accessible to public transport. The site does not intend to abuse the use of the key site provision with over development, however, respects the current amenity of the locality while maintaining the intended vision for the subject land (section 3.1) and locality as a local centre (section 2.4).



4 Justification for Contravention of the Development Standard

Section 4.1 and 4.2 of this document address the matters in clause 4.6(3)(a), and how the objectives of the development standard are achieved, notwithstanding the non-compliance with the numerical control.

4.1 Clause 4.6(3)(a): Compliance is unreasonable or unnecessary

This clause 4.6 variation request establishes that compliance with the development standard is unreasonable or unnecessary in the circumstances of the proposed development because the objectives of the standard are achieved notwithstanding non-compliance. Accordingly, the variation to the building height is justified pursuant to the First Way outlined in *Wehbe*.

4.1.1 The objectives of the standard are achieved notwithstanding non-compliance with the standard

The objectives of the maximum building height development standard under (clause 4.3 of the Wyong LEP 2013) are:

- (a) To establish the maximum height limit for buildings to enable the achievement of appropriate development density,*
- (b) To ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,*
- (c) To ensure that the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views.*
- (ca) [Not applicable]*

Consistency with those objectives, and the absence of any substantial environmental impacts, would demonstrate that strict compliance with the height standard would be both unreasonable and unnecessary in this instance. The contentions below demonstrate how this proposal is consistent with the objectives in Clause 4.3.

4.1.1.1 Objective (a): To establish the maximum height limit for buildings to enable the achievement of appropriate development density.

As detailed within Section 4.2.1.2 the defined height limit for the subject site is 12 metres. However, Council has identified this site to support an increase in density by mapping it as a Key Site. Clause 7.11 of the Wyong LEP 2013 allows development to a maximum of 25 metres. The proposed development has a maximum building height of 13.81 metres, which is less than the key site limit. Notwithstanding the lack of take-up of opportunities afforded by key site provisions, the site's identification as a key site does highlight its unique, iconic nature and accessible and appropriate location for higher density development. The proposed height will enable the development to achieve a density more appropriate to the site's iconic nature, location, and identified future character. The proposal is considered appropriate with respect to density due to the unique, iconic nature of the subject site.



4.1.1.2 *Objective (b): To ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality*

The immediate locality represents an array of height limits ranging from 9.5 metres in the east to 16 metres in the north. Furthermore, the site has been identified by Council to be a Key Site with a maximum prescribed height of 25 metres, as discussed in Section 4.2.1.2. As a result, it can be inferred that there is no defined uniform height limit for the immediate locality.

As calculated within Section 3, the proposed development has a maximum building height of 13.81 metres. The subject site has been identified to support future high-density development within the Central Coast Regional Plan and within Clause 7.11 of the Wyong LEP 2013, as previously discussed in Section 2.4 & 3.1. Notwithstanding, the departure from the prescribed height standard should be considered consistent with the envisaged density of the area, in accordance with cl.4.3(a) of the Wyong LEP.

4.1.1.3 *Objective (c): To ensure that the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views*

There are a number of aspects to this objective that need to be considered as follows:

- Visual bulk,
- Access to sunlight, and
- Privacy and views.

Each of these items are further addressed below.

Overshadowing - Access to Sunlight

A series of shadow diagrams have been prepared by CKDS which confirms that the proposal ensures appropriate levels of solar access to the neighbouring dwellings (Appendix B). The shadow diagrams have assessed the proposed development for the March and September equinox and the winter solstice (June 21); for both the proposed development and a 'compliant' building height (12m). A summary of the assessment is provided below.

In the **autumn equinox**, there is some minor overshadowing from the proposed development towards 14 Tamar Avenue occurring between 9am and 12pm; this is reflected for both the proposed and compliant development. Due to the movement of the sun throughout the day, the shadow is cast over Tamar Avenue and finally Dunleigh Street. No other properties are impacted by overshadowing from the proposed development past 12pm.

In **mid-winter**, the sun is at [its] lowest point in the sky. As a result, the shadow cast from both the proposed development and compliant option extended further across Tamar Avenue, which impacts 17-21 Tamar Avenue. As the sun rotates, the shadow is cast towards 4 Dunleigh Street, with it ultimately projecting across to the façade of 2 Dunleigh Street. It is evident from the shadow diagrams that the proposed building (with increased height) has a negligible difference when compared against the compliant alternative (12



metres high). Notwithstanding, all neighbouring dwellings achieve the minimum 3 hours of solar access between 9am and 3pm on June 21.

Visual Bulk

The building has been designed to ensure that the visual bulk of the development has been reduced. The development includes the amalgamation of three allotments, with the proposed building to fit within the defined setbacks in accordance with the Wyong DCP. Notwithstanding, the rear setback has been increased to 11.5 metres to provide greater building separation between the proposed building and adjoining dwellings. The increased setback contributes to the increased height, due to the narrower floor plate and the retention of the proposed FSR.

The proposed building has been architecturally designed with compliance against *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* and the *Apartment Design Guidelines*. Both the SEPP and ADG regulate visual bulk. Compliance has been demonstrated within the supporting documentation prepared by CKDS Architecture (CKDS, 2017).

In the **spring equinox**, between 9am and 3pm the proposed development (with increased height) does not impact any of the neighbouring dwellings. The shadow from the proposed dwelling is cast towards the west over the rear of the subject lot until the boundary. Throughout the day, the shadow rotates over Tamar Avenue and Dunleigh Street. Both the proposed building and neighbouring dwellings receive the minimum solar access between 9am and 3pm.

Privacy and Views

The building has been designed to ensure that the height of the building does not have any adverse visual or privacy impacts on neighbouring dwellings. The proposed building includes an increased rear setback of 10 metres from the nearest dwelling to mitigate any adverse visual effects from the increased building height. The proposal also includes landscaping around the boundary line, which will be further assisted by detailed design and articulation of building facades to ensure minimal visual impact.

Compared to a complying design, the proposed building enables increased side and rear setbacks, allowing the built form to be pulled back from boundaries with neighbouring properties. This decreases the impact of the proposed building on adjoining private open space, reducing the opportunities for overlooking and enabling increased air and light between the proposed building and adjacent existing built form. The intent of utilising increased height is to allow the overall reduction of impacts on adjoining development, as achieved by increased side and rear setbacks at ground and upper levels.

4.2 Clause 4.6(3)(b): Environmental planning grounds to justify contravention

The purpose of this section of the report is to discuss the environmental planning grounds in support of the proposed development to justify the contravention of the development standard in accordance with clause 4.6(3)(b) of the Wyong LEP.



There are sufficient environmental planning grounds to justify a flexible approach to the application of the height of building control as it applies to the site. The non-compliance with the building height control results from the opportunity to create an enhanced integrated affordable housing development that is better suited to the site, its neighbourhood context and future desired character of the locality.

4.2.1 Legislative Planning Context

This section of the request to vary cl. 4.3 of the Wyong LEP 2013 describes the legislation in support of the proposed development, including the *EPA Act 1979, and Wyong LEP 2013*.

4.2.1.1 *Environmental Planning and Assessment Act 1979*

The proposal seeks to supply the Central Coast region with an additional 34 affordable housing units including a mix of one and two-bedrooms. This proposal seeks a variation to the development standard within cl.4.3 of Wyong LEP 2013 to provide additional affordable housing units. This is underpinned by a legislative mandate to provide affordable housing in NSW and Central Coast, pursuant to the EPA Act, which includes the provision and maintenance of Affordable Housing as an object, as stated within section 5:

- (5) To encourage...*
(a)(viii) the provision and maintenance of affordable housing.

The first and foremost environmental planning ground for contravening the development standard is to better achieve the objects of the Act, particularly that relating to affordable housing. Contravention of the development standard relating to building height will assist with both the provision and maintenance of affordable housing, as it will allow the development of additional floor space as a part of the proposed affordable housing development. As stated above, this is within a location that has been targeted for increasing both the diversity and affordability of dwellings in line with the Department of Planning and Environment's aims for the Central Coast.

4.2.1.2 *Wyong Local Environmental Plan 2013*

The proposed development is located in Toukley and is subject to the Wyong Local Environmental Plan 2013. The aims of the LEP are:

- (a) to foster economic, environmental and social wellbeing so that Wyong continues to develop as a sustainable and prosperous place to live, work and visit,*
- (b) to encourage a range of housing, employment, recreation, human services and appropriately located tourism-related development in Wyong to meet the existing and future needs of residents and visitors,*
- (c) to promote the efficient and equitable provision of public services, infrastructure and amenities,*
- (d) to provide for a range of local and regional community facilities for recreation, culture, health and education purposes,*



- (e) to apply the principles of ecologically sustainable development to guide future development within Wyong,*
- (f) to conserve, protect and enhance the environmental and cultural heritage (both indigenous and non-indigenous) values of Wyong,*
- (g) to protect areas of high scenic landscape value,*
- (h) to maintain and enhance the existing character, amenity and environmental quality of Wyong,*
- (i) to minimise risk to the community in areas subject to environmental hazards, including flooding, climate change and bush fires,*
- (j) to promote a high standard of urban design that responds appropriately to the existing or desired future character of areas,*
- (k) to encourage development that increases public transport patronage, walking and cycling.*

The second environmental planning grounds for contravention of the development standard is that the proposed development will achieve a number of relevant aims of the LEP. As an affordable housing development and through the development of additional small dwellings, it will increase the diversity of dwelling stock and resident mix, enhancing the social well being of the locality. It will also foster economic well being, bringing increased residential density into the local area and creating the scope for increased services, educational and other employment, as outlined by the Regional Plan. It will encourage a greater range of housing development in the area, to meet existing and future needs of residents and allowing more existing residents to age in place, thus preserving and enhancing the area's existing social capital.

The Wyong LEP 2013 supports the provision of additional housing within a locality that is serviced by public infrastructure. The proposed development is of high architectural design that responds appropriately to the desired future character and amenity of the area.

4.2.2 Consistency with Central Coast Regional Plan

The proposal gives effect to the following Directions of the Regional Plan:

- The proposal represents a unique and innovative opportunity to grow Toukley as an identified Local Centre within the Regional Plan to support increased housing diversity and supply to meet the needs of the projected demand (Action 19.1 & 19.3),
- The proposed development provides additional housing choice to support housing delivery in and near the local centre of Toukley (Action 20.1),
- It will provide renewal opportunities in the identified local centre that has good accessibility and connectivity with public transport routes (Action 20.2),
- The proposal will provide greater housing choice by delivering diverse housing, lot types and sizes for infill development (Action 21.1), and
- It will encourage housing diversity for one and two-bedroom development to match forecast changes in household sizes and provide greater housing choice (Action 21.4).



The proposed development is entirely consistent with the Regional Plan, as outlined above, representing the fourth environmental planning grounds for contravention of the development standard.

4.2.3 Environmental and Amenity Impacts

An overshadowing assessment has been conducted to illustrate the comparative difference between a 'compliant design' and the development proposed, refer to Appendix A. The results depict negligible difference of impact on the adjoining properties.

The nature of this control (cl. 4.3) is to regulate the scale of development in the zone. The proposal will provide a suitable transition from the adjoining developments to the east, and the additional building height allows for building setbacks and internal separation to be provided while maintaining the proposed FSR. The proposed variation will not give rise to any significant impacts on surrounding properties. The proposal gives effect to this direction as follows:

- The proposal represents a unique and innovative opportunity to grow Toukley as an identified Local Centre within the Regional Plan to support increased housing diversity and supply to meet the needs of the projected demand (Action 19.1 & 19.3),
- The proposed building provides additional housing choice with 34 additional one and two bedroom units to support housing delivery in and near the local centre of Toukley (Action 20.1),
- The additional building height will provide renewal opportunities in the identified local centre that has good accessibility and connectivity with public transport routes, along Main Road Toukley (Action 20.2),
- The additional building height will provide greater housing choice by delivering diverse housing, lot types and sizes for infill development (Action 21.1), and
- The additional building height will encourage housing diversity to match forecast changes in household sizes and provide greater housing choice (Action 21.4).

Accordingly, the fifth environmental planning grounds for contravention of the development standard is a lack of significant increased impact on the environment, and on residential amenity.

The additional building height is sought to provide affordable housing units in a manner that is consistent with the objectives of the EPA Act, the clause (see section 4.1.1) and the strategic vision for the locality (see 2.4). The proposal represents a unique opportunity to provide continuity between the NSW strategic agenda and the objectives of the statutory framework for the provision of affordable housing in a locality in which it is clearly in demand. This can be achieved with minimal impact on residential amenity and the environment, due to the location of the site, its relatively unconstrained natural characteristics, its northerly aspect, and separation from most other residential dwellings. The site is in an ideal location, with a unique development opportunity, in order to take advantage of a variation to height standards in order to provide a key public benefit in the form of affordable housing units.



4.3 Clause 4.6(4)(a)(ii): In the public interest because it is consistent with the objectives of the zone and development standard

The purpose of this section is to adequately address cl. 4.6(4)(a)(ii) of the Wyong LEP in regard to the variation is in the benefit of the public interest due to consistency with the objectives of the R3 Medium Density Residential Zone.

4.3.1 Consistency with objectives of the zone

The proposed development is consistent with the objectives of the R3 Medium Density Residential land use zone as detailed in the following sections. The objectives of the R3 Medium Density Residential Zone are:

- *To provide for the housing needs of the community within a medium density residential environment,*
- *To provide a variety of housing types within a medium density residential environment,*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents,*
- *To maintain and enhance the residential amenity of the surrounding area,*
- *To encourage amalgamation of existing lots to facilitate well designed medium density development and to avoid unnecessary isolation of lots.*

The proposal in its entirety satisfies the R3 Medium Density Residential zone objectives because:

- It recognises the housing needs of the community as a local centre (Toukley) within a medium density residential environment, refer to Section 2.4.
- The proposal represents a unique opportunity to increase the variety of housing types within the medium density zone, refer to Section 2.5.1.
- The proposal is located within an identified local centre that is close to vital facilities and services, refer to Section **Error! Reference source not found..**
- The proposal has been designed to enhance the residential amenity of the surrounding area, as discussed in Section 4.1.
- The proposal includes the amalgamation of three existing lots to facilitate a more orderly and economic use of the R3 Medium Density zoned land.

The proposal seeks consent for the construction of 34 units, in the form of a residential flat building for the provision of affordable housing, which is permissible within the zone with consent. The proposal seeks to amalgamate 3 existing lots into 1 to provide a suitable allotment for higher density housing. This proposal will provide additional housing stock to the locality, which is considered consistent with the objectives of the prescribed zone. The additional building height will further facilitate the provision of additional affordable housing stock, with a typology that has been identified to be deficient throughout the LGA (Section 2.5). The request to vary the development standard (cl. 4.3 of the Wyong LEP) should be considered consistent with the relevant aims of the prescribed R3 Medium Density Residential zone.



4.3.2 Consistency with objectives of the development standard

The proposed development is consistent with the objectives of the building height development standard, for the reasons discussed in Section 4.1.1 of this report.

4.3.3 Overall public interest

In accordance with the requirements of Clause 4.6(4)(a)(ii), the proposed development and variation to the development standard is in the public interest because it achieves the objectives of both the development standard and the land use zone. It has been demonstrated that the proposed development is consistent with the objectives of the R3 Medium Density Residential land use zone and the objectives of the maximum building height development standard under the Wyong LEP 2014 (Section 4.3.1).

Accordingly, the consent authority can be satisfied that this written request has adequately addressed the matters in clause 4.6(3) and that the proposed development would be in the public interest because it provides a number of benefits, and is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.

4.4 Other matters for consideration

Under clause 4.6(5), in deciding whether to grant concurrence to the proposed variation, the Secretary must consider the following matters:

- (a) whether contravention of the development standard raises any matter of significance for State or Regional environmental planning, and*
- (b) the public benefit of maintaining the development standard, and*
- (c) any other matters required to be taken into consideration by the Secretary before granting concurrence.*

These matters are addressed below.

4.4.1 Clause 4.6(5)(a): Whether contravention of the development standard raises any matter of significance for State or regional environmental planning

The variation of the maximum building height development standard does not raise any matter of significance for state or regional planning. We do note, however, that the proposal is consistent with the Central Coast Regional Plan 2036 (Regional Plan), with the following Directions:

- Direction 19 Accelerate housing supply and improve housing choice.*
- Direction 20: Grow housing choice in and around local centres.*
- Direction 21: Provide housing choice to meet community needs*

As discussed in Section 4.2.3 the proposal represents a unique and innovative opportunity to grow Toukley as a Local Centre. The additional building height will provide greater housing choice by delivering diverse housing to match forecast changes in housing sizes as previously identified in Section 2.5.



4.4.2 Clause 4.6(5)(b): The public benefit of maintaining the development standard

There is no public benefit in maintaining the building height development standard in this instance. Maintaining and enforcing the development standard in this case would unreasonably constrain the orderly and economic development of this strategically significant site, and unnecessarily reduce the various community benefits this development brings.

In some circumstances, it may be in the public benefit for development controls to be strictly applied, for example if an undesirable precedent could be set. This site and the development project, is however unique and therefore unable to create an undesirable precedent for varying the building height standard in other land in the Central Coast.

The development proposal is located on a site identified by Central Coast Council as a 'Key Site', pursuant to clause 7.11 of the Wyong LEP 2013, which postulates a building height increase. The AHSEPP also promotes development incentives for the provision of additional affordable housing. Furthermore, the site is located within a local centre as defined within the Central Coast Regional Plan, aimed to facilitate future housing growth. These site-specific and project-specific circumstances cannot be replicated, and could not have been foreseen by the Council when setting the generic building controls that are currently applied to the site.

The site and the proposed building envelope represent an exceptional circumstance that warrants a variation of the building height control to allow a better outcome to be delivered. It is therefore considered to be in the public interest that a variation to the development standard is supported in this case.

4.4.3 Clause 4.6(5)(c): Any other matters required to be taken into consideration by the Secretary before granting concurrence

To our knowledge, there are no other matters that the Secretary is required to take into consideration when granting concurrence to the Clause 4.6 variation request.



5 Conclusion

Compliance with the building height development standard contained in Clause 4.3 of the Wyong LEP 2014 is unreasonable and unnecessary in the circumstances of the case, and the justification to vary that standard is well founded. The proposed variation allows for a better planning outcome for the site and recognises the unique circumstances of the proposal. These include:

- the proposed development being for a 100% affordable housing development on the site with related public benefits for dwelling diversity and affordability;
- the site's location close to a Local Centre (Toukley) and identification for residential growth within the Regional Plan;
- the site's identification by Council as a 'Key Site' (LEP clause 7.11 – Key Site "Toukley Caravan Site"), with requisite development incentives in return for public benefit;
- consistency of the proposed development with the objects of the EPA Act, relevant SEPPs including SEPP (Affordable Rental Housing) 2009, and LEP zone objectives.

Notwithstanding the contravention of the development standard relating to building height, this clause 4.6 variation request demonstrates that:

- compliance with the development standard is unreasonable or unnecessary in the circumstances of the proposed development because the objectives of the standard are achieved;
- the proposed development is consistent with the objectives of the development standard relating to FSR;
- the proposed development is consistent with the zone objectives for the R3 Medium Density Residential zone; and therefore
- the proposed development is in the public interest.

The clause 4.6 request demonstrates that the proposed development will deliver a holistically better outcome for the site, and the broader community. Overall, the proposal optimises the extraordinary opportunity to establish a high-quality development that creates a revitalized site, providing significant public benefits, including housing diversity and affordability within an area of high need, and with minimal adverse impact on the environment and on residential amenity.

In accordance with this written request, it is recommended that the proposal be approved with the variation to height as proposed, in accordance with the flexibility permitted under Clause 4.6 of the Wyong LEP 2013.



6 References

- NSW Department of Family and Community Services (2017a). *Central Coast Region – What’s Happening in the Housing Market?*
- NSW Department of Family and Community Services (2017b). *Central Coast Region – What’s Happening with housing supply and is it a good match?*
- NSW Department of Family and Community Services (2017c). *Central Coast Region – What’s the housing demand?*
- Department of Planning and Environment (2016). *Central Coast Regional Plan 2036*.



Appendix A **Revised Plans**
CKDS, 2018



Appendix B Site Survey

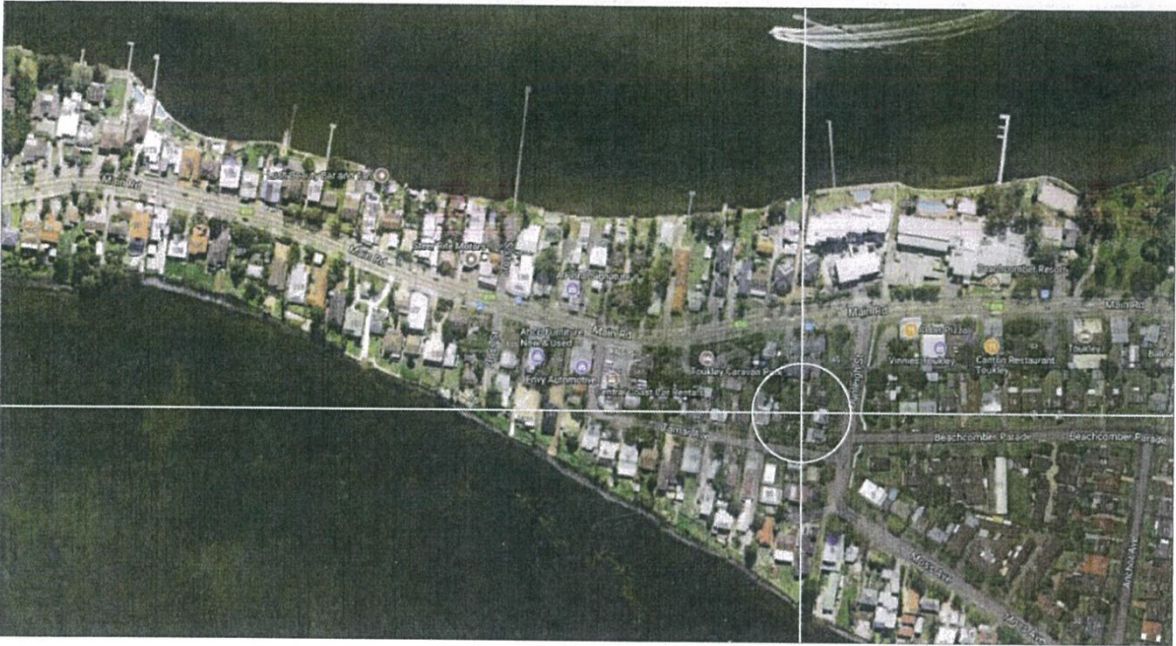


Appendix C Reduced Levels (CKDS, 2018)



TOUKLEY RESIDENTIAL DEVELOPMENT

6 - 10 DUNLEIGH STREET, TOUKLEY 2263



Perspective



Drawing List

A3 Drawings

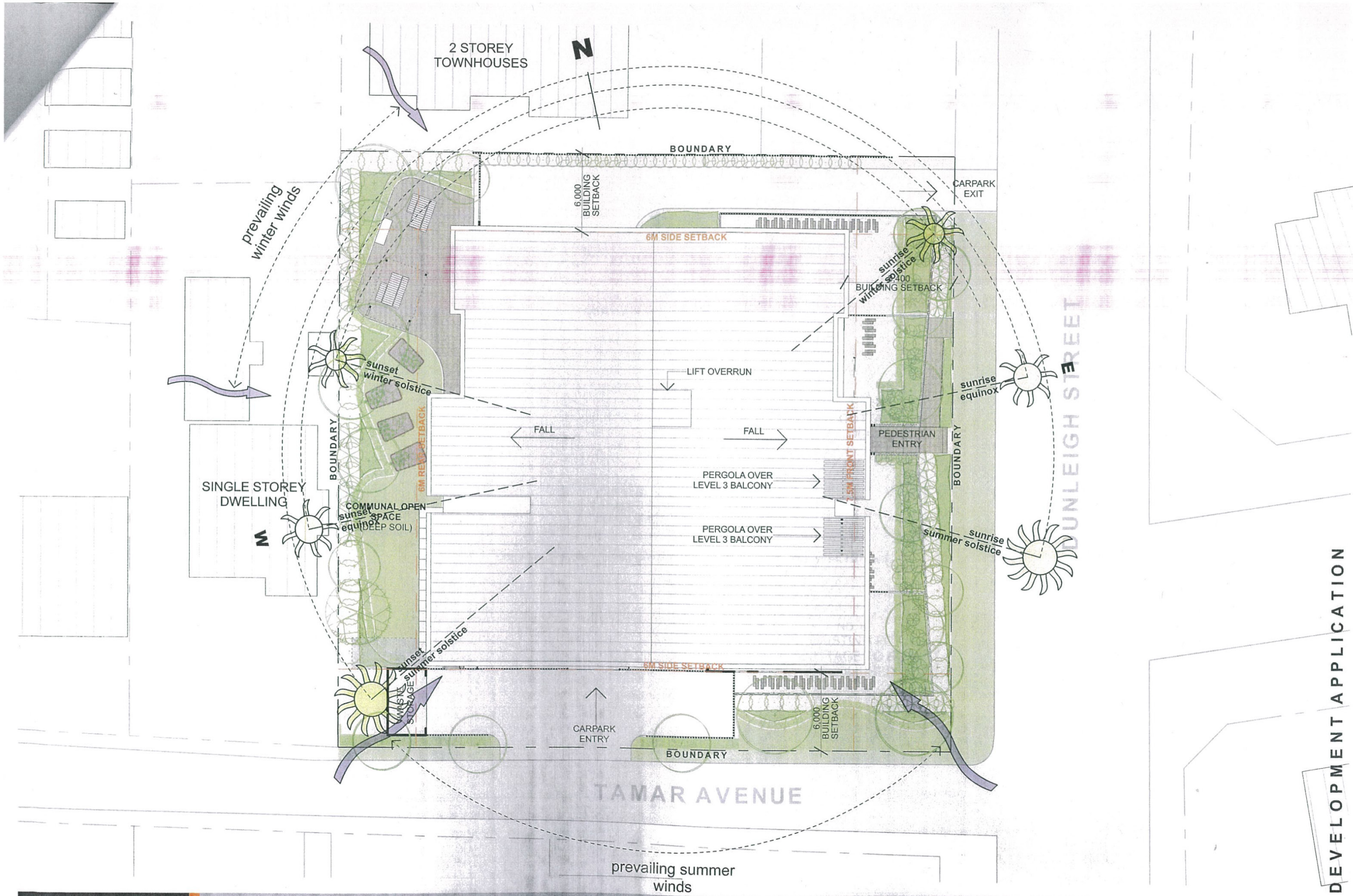
GENERAL		DA - 000	SHADOW DIAGRAMS		DA - 600
Cover Sheet		DA - 001	Shadow Diagrams - March		DA - 601
Regulatory Environment		DA - 002	Shadow Diagrams - June (9am - 11am)		DA - 602
Site Plan / Analysis		DA - 005	Shadow Diagrams - June (12pm - 2pm)		DA - 603
Demolition Plan		DA - 006	Shadow Diagrams - June (3pm)		DA - 604
Waste Management Plan		DA - 007	Shadow Diagrams - September		DA - 605
Landscape Calculations		DA - 008			
Lift Overrun		DA - 009	Shadow Comparison - March		DA - 606
Planning Changes - Ground		DA - 010	Shadow Comparison - June (9am - 11am)		DA - 607
Planning Changes - Typical		DA - 011	Shadow Comparison - June (12am - 2pm)		DA - 608
			Shadow Comparison - June (3pm)		DA - 609
			Shadow Comparison - September		DA - 610
PLANS		DA - 100			
Ground Floor Plan		DA - 101			
Typical Floor Plan		DA - 102			
Roof Plan		DA - 103			
ELEVATIONS		DA - 200			
North & South Elevations		DA - 201			
East & West Elevations		DA - 202			
SECTIONS		DA - 300			
Sections AA & BB		DA - 301			
Section CC & DD		DA - 302			
SCHEDULES		DA - 400			
External Finishes Schedules		DA - 401			
SEPP 65 Compliance		DA - 404			

Legend

CB	CONCRETE BLOCK WORK
COL	COLUMN
CONC.	CONCRETE
CT	CERAMIC TILE
D	DOOR
DP	DOWN PIPE
F	FRIDGE
FC	FIBRE CEMENT SHEETING
FCL	FINISHED CEILING LEVEL
FG	FIXED GLASS
FFL	FINISHED FLOOR LEVEL
FHR	FIRE HOSE REEL
FL	FLUORESCENT LIGHT
FW	FLOOR WASTE
GB	GLASS BALUSTRADE
GBG	GARBAGE CHUTE
GPO	POWER OUTLET
HB	HAND BASIN
HWU	HOT WATER UNIT
LV	LOUVRE
MR	METAL ROOF SHEET
MIR	MIRROR
MRPB	MOISTURE RESISTANT PLASTERBOARD
PB	PLASTER BOARD - PAINTED
PF	PAINT FINISH
RD	RECESSED DOWNLIGHT
RDR	CEMENT RENDER
RS	ROLLER SHUTTER DOOR
SB	SOLID BALUSTRADE
SD	SMOKE DETECTOR
SG	SLIDING GLASS
SGD	SLIDING GLASS DOOR
SK	SKIRTING
SNK	SINK
SS	SANDSTONE
STD	STRIP DRAIN
STR	STORE
SWG	SWING GLASS DOOR
TC	TIMBER CLADDING
TR	TOWEL RAIL
V	NON-DUCTED VENT
W	WINDOW
WC	WATER CLOSET

Notes

- ALL DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE.
- ALL BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT AND REGULATIONS, THE BUILDING CODE OF AUSTRALIA AND APPROVED PLANS.
- BUILDER SHALL MAKE GOOD ALL DISTURBED AREAS ADJACENT TO THE WORKS ON COUNCIL PROPERTY.
- ALL CONCRETE FOOTINGS, FLOOR SLABS, COLUMNS & ROOF FRAMING TO STRUCTURAL ENGINEER'S DETAIL.
- ALL STORM WATER REQUIREMENTS CIVIL, EXTERNAL RL AND DRIVEWAY LEVELS TO HYDRAULIC ENGINEER'S DETAILS IF REQUIRED.
- ALL LANDSCAPE AREAS, EXISTING TREES, DRIVEWAY, TO LANDSCAPE PLANS IF REQUIRED.



DEVELOPMENT APPLICATION



E Eastern Elevation
SCALE 1:200 @ A1



W Western Elevation
SCALE 1:200 @ A1

DEVELOPMENT APPLICATION



N Northern Elevation
SCALE 1:200 @ A1



S Southern Elevation
SCALE 1:200 @ A1

DEVELOPMENT APPLICATION



DEVELOPMENT APPLICATION

