

Review of Environmental Factors

NSW Ambulance Infrastructure Program (AIP) –
Gateshead Ambulance Station
79 Oakdale Road, Gateshead

Version 2

8 September 2026



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Declaration

This Review of Environmental Factors (REF) has been prepared for Health Infrastructure (HI) and assesses the potential environmental impacts which could arise from the proposed Gateshead ambulance station at 79 Oakdale Road, Gateshead.

This REF has been prepared in accordance with the relevant provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) and *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP).

This REF provides a true and fair review of the activity in relation to its likely impact on the environment and the information it contains is neither false nor misleading. It addresses all the factors listed in the *Guidelines for Division 5.1 Assessments*, prepared by DPHI (May 2026), the EP&A Regulation and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Based upon the information presented in this REF, it is concluded that, subject to adopting the recommended mitigation measures, it is unlikely there would be any significant environmental impacts associated with the activity. Consequently, an Environmental Impact Statement (EIS) is not required.

Declaration	
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Document management, tracking and revision history

Version	Date	Author	Description	Reviewed by	Approved by
Draft (v1)	11 June 2026	Oliver Klein	Review of Environmental Factors	Andrew Lynch (Lineaire Projects)	Anthony Dimech (HI)
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Abbreviations

Abbreviation	Description
AEC	Area of Environmental Concern
AHD	Australian Height Datum
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
AMG	Australian Map Grid
BC Act 2016	<i>Biodiversity Conservation Act 2016</i>
BC Regulation	<i>Biodiversity Conservation Regulation 2017</i>
BAM	Biodiversity Assessment Method
CA	Certifying Authority
CE	Chief Executive
CM Act	<i>Coastal Management Act 2016</i>
CMP	Construction Management Plan
CWC	Connecting with Country
CRA	Conservation Risk Assessment
DPC	Department of Premier and Cabinet
DPE	Department of Planning and Environment
DPHI	Department of Planning, Housing & Infrastructure
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EES	Environment, Energy and Science
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act (Cwth)	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
EPL	Environment Protection License

Abbreviation	Description
FM Act	<i>Fisheries Management Act 1994</i>
Ha	Hectares
HHIMS	Historic Heritage Information Management System
HI	Health Infrastructure
LEP	Local Environmental Plan
LGA	Local Government Area
MPS	Multipurpose Service
MNES	Matters of National Environmental Significance
NCC	National Construction Code
NorBE	Neutral or Beneficial Effect on Water Quality Assessment Guideline (2022)
NPW Act	<i>National Parks and Wildlife Act 1974</i>
NPW Regulation	<i>National Parks and Wildlife Regulation 2009</i>
NPWS	National Parks and Wildlife Service (part of EES)
OEH	(Former) Office of Environment and Heritage
PCMP	Preliminary Construction Management Plan
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Proponent	NSW Health Infrastructure
REF	Review of Environmental Factors
RF Act	<i>Rural Fires Act 1997</i>
RFS	Rural Fire Service
Resilience and Hazards SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
SEPP	State Environmental Planning Policy
SIS	Species Impact Statement
TI SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
WM Act	<i>Water Management Act 2000</i>

Executive summary

The proposal

This Review of Environmental Factors (REF) has been prepared to assess the potential environmental impacts that could arise from the proposal to construct a new emergency services facility (ESF) for an ambulance station at 79 Oakdale Road, Gateshead. The facility will be a single storey building accommodating 14 ambulance bays and a multipurpose area for paramedics, including a gym, meeting and training rooms, administration areas, logistics and storage facilities, along with a wash bay and parking for 14 staff vehicles, including one (1) disabled space to the rear of the building. The site will be landscaped at its boundaries and at its rear, as well as at the frontage to Oakdale Road.

Planning approval pathway

State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP) aims to facilitate the effective delivery of infrastructure across the State. Division 6 of the TI SEPP outlines the approval requirements for ESFs. The proposed ambulance station is an ESF.

As the proposed works are to be undertaken by Health Infrastructure (HI) for an ambulance station, the works are “development without consent” under section 2.52(2) of the TI SEPP.

The proposal is classified as an “activity” under Part 5 of the EP&A Act and assessed in accordance with the TI SEPP. This REF has been prepared to address environmental impacts and demonstrate compliance with relevant statutory environmental and planning requirements.

Consultation and engagement

The proposed activity has been notified for 21 days in accordance with the requirements of the TI SEPP to the stakeholders identified through this process and in accordance with HI's Community Participation Plan (October 2024) (CPP). Four (4) submissions were received during the notification period, being from Lake Macquarie City Council, the State Emergency Service (SES), Subsidence Advisory NSW, and a public submission. Additionally, Subsidence Advisory NSW has granted conditional approval to the development on 2 July 2026 under section 22 of the *Coal Mine Subsidence Compensation Act 2017*.

Further, extensive non-statutory community and stakeholder engagement has occurred with respect to this project since its inception with a range of internal and external stakeholders.

Refer to Section 5 for a summary of consultation undertaken and outcomes of the notification process.

Summary of impacts

This REF identifies that potential construction and operational impacts are generally of a minimal or minor impact, and can be suitably and effectively managed or mitigated. The environmental impacts of the works are limited given the relatively modest scale of the works and the existing disturbed nature of the site. The most significant impacts identified to arise relate to construction noise and vibration, and other general construction impacts. There are likely to be some minor and manageable operational noise impacts related to the ambulance station's use as an ESF.

Construction noise is likely to impact a range of adjacent non-residential uses and other nearby residential uses. Management and mitigation will be applied to limit any likely and inevitable impacts.

Impacts upon such matters as biodiversity, heritage, Aboriginal cultural heritage, natural systems including stormwater, and traffic and parking have generally been identified as negligible, low, or neutral. Land near to the site to the west is subject to flooding during the 1% AEP (1 in 100 year) event, and mitigation in relation to operational access arrangements to and from the site will be needed during this and the Probable Maximum Flood (PMF) events. Selected removal of 14 previously planted trees and vegetation arises from the works. Given the site's constraints as bushfire prone land offsetting on the site through new landscaping will be limited by the need to provide a site-wide Asset Protection Zone.

Notwithstanding, nine (9) trees immediately adjacent to the site, and predominantly on the Oakdale Road frontage will be retained and are unaffected by the proposal.

Positive social impacts arise through the delivery of significant social benefits by improving emergency response coverage in the ambulance network and supporting growing health needs within the locality and the region.

Operating 24 hours per day and 7 days per week within the existing ambulance network, the ambulance station will enhance community safety and access to critical care. The development also supports local employment and contributes to economic growth. All operational impacts are deemed to be able to be appropriately mitigated, including the use of alarms, lights, and sirens at the site and in ambulances through the NSW Ambulance policy directive Emergency Driving And Use Of Warning Devices - PD2023-005, which amongst other things sets out circumstances when drivers may use discretion in the use of lights and/or sirens.

Justification and conclusion

The proposed Gateshead ambulance station at 79 Oakdale Road, Gateshead is subject to assessment under Part 5 of the EP&A Act.

As discussed in detail in this REF, the proposal will not result in any significant or long-term impact. The potential impacts identified can be reasonably mitigated and where necessary managed through the adoption of suitable site practices and adherence to accepted industry standards.

As outlined in this REF, the proposed activity can be justified on the following grounds:

- It responds to an existing need within the community;
- It generally complies with, or is consistent with all relevant legislation, plans and policies;
- It has minimal environmental impacts; and
- Adequate mitigation measures have been proposed to address these impacts.

The environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an EIS to be prepared and approval to be sought for the proposal from the Minister for Planning under Part 5 of the EP&A Act. Further, the works do not require a Biodiversity Development Assessment Report (BDAR) or a BDAR Waiver, nor a Species Impact Statement (SIS) to be prepared.

On this basis, it is recommended that HI determine the proposed activity in accordance with Part 5 of the EP&A Act and subject to the adoption and implementation of mitigation measures identified within this report.

1 Introduction

HI proposes to construct a new ESF (being an ambulance station) (the proposal) at 79 Oakdale Road, Gateshead (the site) as part of their delivery of infrastructure solutions and services to support the healthcare needs of the NSW communities.

This REF has been prepared by _planning Pty Ltd on behalf of HI to determine the environmental impacts of the proposed ambulance station. For the purposes of these works, HI is the proponent and the determining authority under Part 5 of the EP&A Act.

The purpose of this REF is to describe the proposal, to document the likely impacts of the proposal on the environment, and to detail protective measures to be implemented to mitigate impacts, in order to examine and take into account all matters affecting or likely to affect the environment by reason of the proposal.

The description of the proposed works and associated environmental impacts have been undertaken in the context of the EPBC Act, the EP&A Regulation, the *Guidelines for Division 5.1 Assessments*, prepared by DPHI (May 2026).

The assessment contained within the REF has been prepared having regard to:

- Whether the proposed activity is likely to significantly affect the environment and therefore the necessity for an EIS to be prepared and State Significant Infrastructure approval to be sought from the Minister for Planning and Public Spaces under Part 5 of the EP&A Act; and
- The potential for the proposal to significantly impact *Matters of National Environmental Significance* (MNES) on Commonwealth land and the need to make a referral to the Australian Government Department of Environment and Energy for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.

The REF is required under the EP&A Regulation and is prepared to fulfil the requirements of Section 5.5 of the EP&A Act, which requires that HI examine, and take into account all matters affecting or likely to affect, the environment by reason of the proposed activity.

2 Site analysis and description

2.1 The site and locality

Table 1: Description of the site

Site description	
Address	79 Oakdale Road, Gateshead
Legal description	Lot 101 DP 1318933. See Figure 1 . See also the proposed plan of acquisition, in lieu of a survey at Appendix A .
Site area	The development site is approximately 4,042m ² in area.
Owners	Health Administration Corporation (HAC)
Heritage	Not applicable

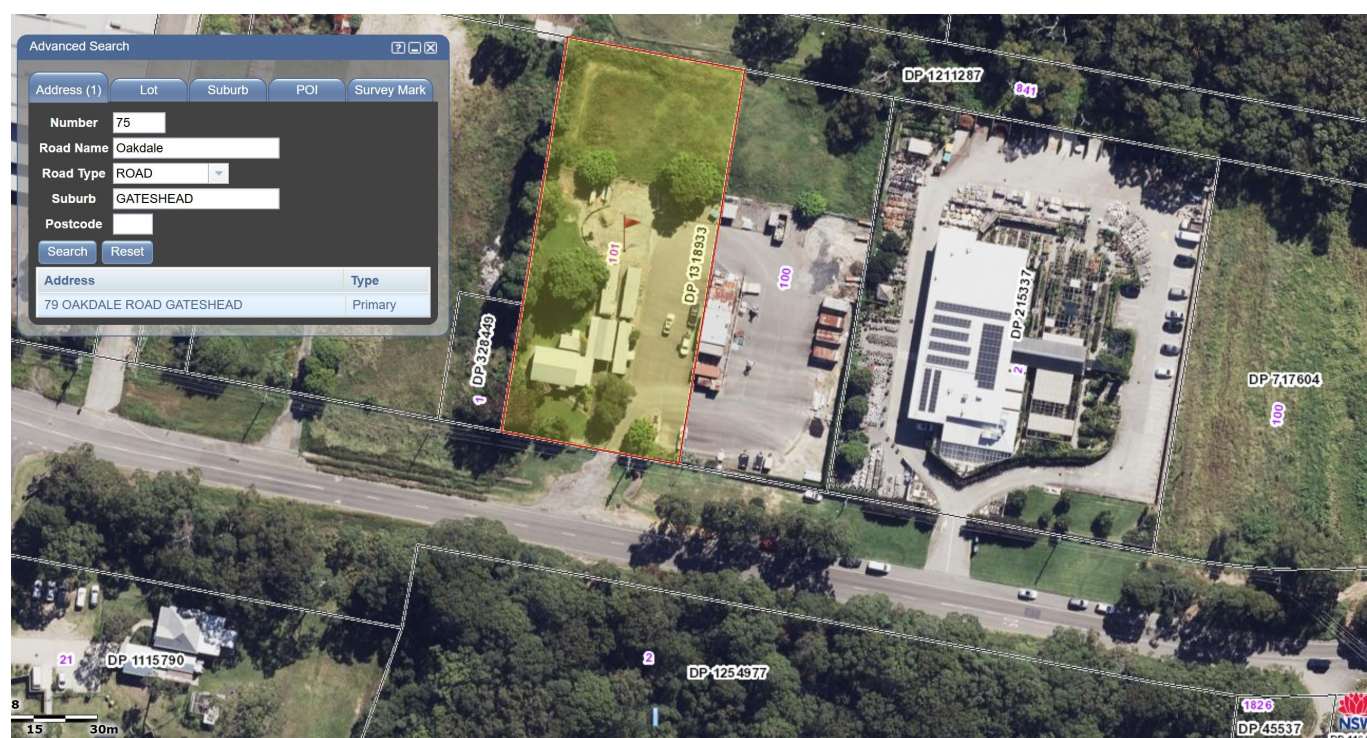


Figure 1 – Lot 101 in DP 1318933 as coloured yellow (SixMaps)

The site sits within the coastal suburb of Gateshead, a historic coal mining town, within a 10km radius south-west of Newcastle and within a 110km radius north of Sydney – see **Figure 2**. The site is within the Lake Macquarie City Council LGA. The site sits on Oakdale Road an important road link between the residential areas of the suburb Dudley towards headlands overlooking the Pacific Ocean to the east and the key road intersection of the Pacific Highway and the Newcastle Inner City Bypass road to the west – see **Figure 3**.

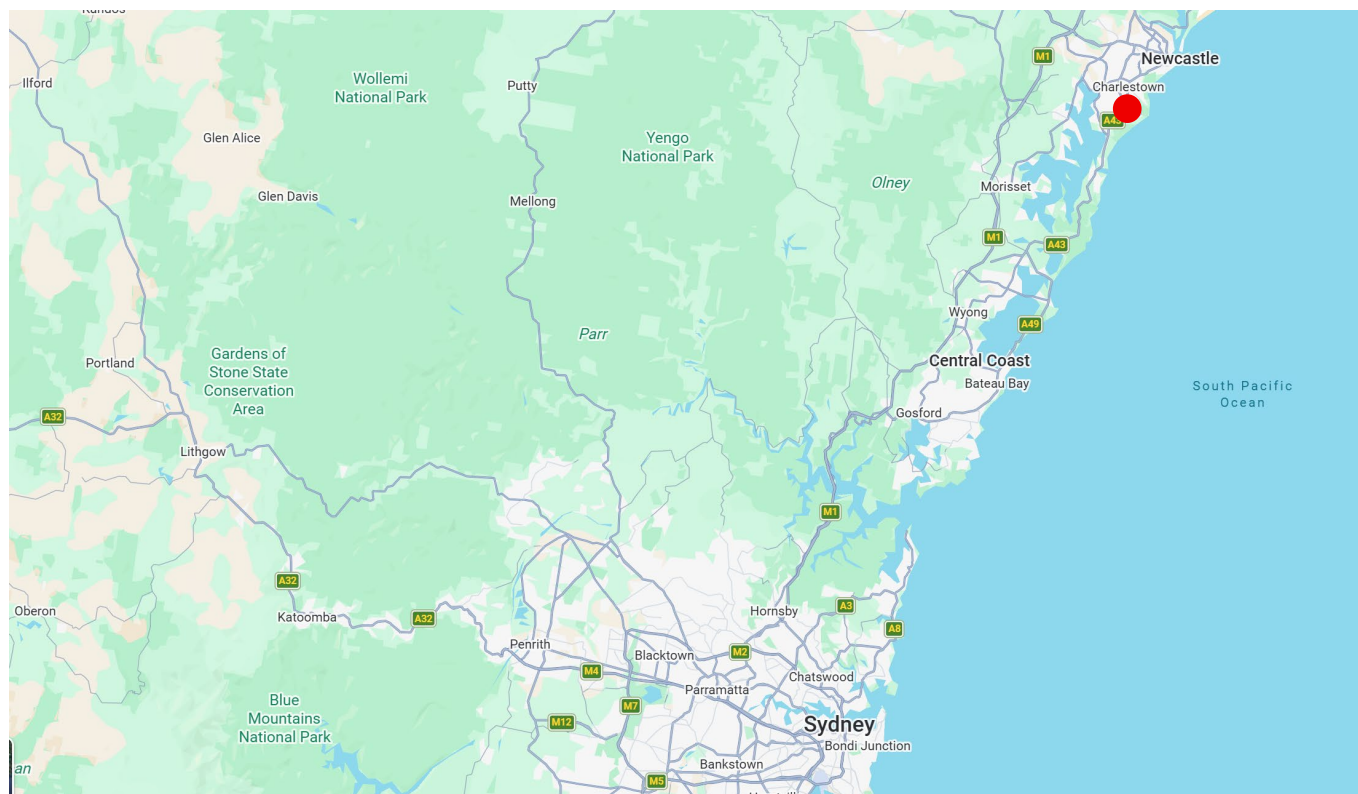


Figure 2 – Location of Gateshead (as shown in red) relative to Sydney and Newcastle (google)

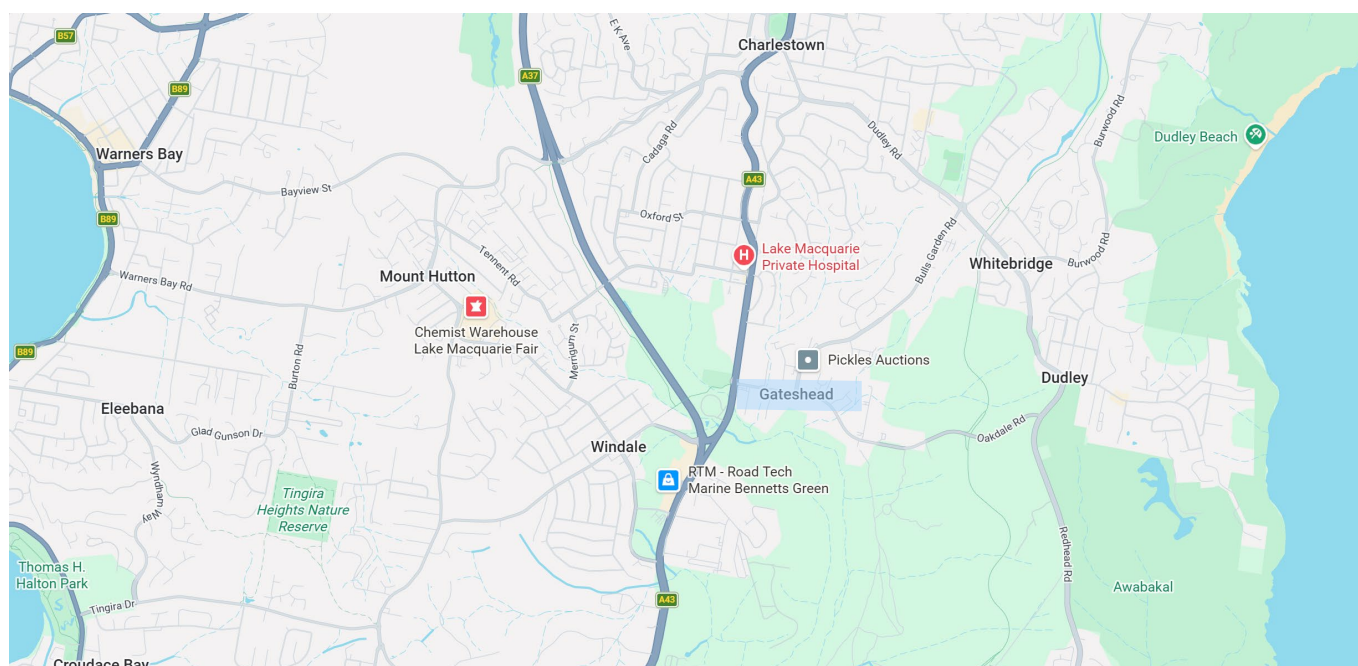


Figure 3 – Location of Gateshead (as highlighted in blue) to its key environs (google)

2.2 Existing development

The development site is presently vacant with previous shipping containers, demountable structures and buildings having been removed in recent months. The site retains asphalt surface finishes from its previous use as part of a wider Transport for NSW depot. Some Transport for NSW infrastructure remains on the adjacent (and previously contiguous) site on Lot 100 in DP 1318933.

Figures that follow highlight the vacant, disused and generally disturbed and previously developed nature of the site.



Figure 4 – 79 Oakdale Road (the vacant cleared development site) as seen from Oakdale Road looking north



Figure 5 – Former access to the Transport for NSW depot, now proposed ambulance station site, off Oakdale Road



Figure 6 – Existing hard stand areas within the development site



Figure 7 – Existing vacant Transport for NSW structure on the site adjacent to the development site



Figure 8 – Existing vacant Transport for NSW structure on the site adjacent to the development site

2.3 Site considerations and constraints

Section 10.7 Planning Certificates No. 183464 and 183465 dated 18 March 2026 identify that the site is located within the 'E4 - General Industrial' zone under *Lake Macquarie Local Environmental Plan 2014* and are provided at **Appendix B**.

Table 2: Section 10.7 Planning Certificate

Affectation	Yes*	No
Critical habitat		✓
Conservation area		✓
Item of environmental heritage		✓
Affected by coastal hazards		✓
Proclaimed to be in a mine subsidence district	✓	
Affected by a road widening or road realignment		✓
Affected by a planning agreement		✓
Affected by a policy that restricts development of land due to the likelihood of landslip		✓
Affected by bushfire, tidal inundation, subsidence, acid sulfate or any other risk	✓ (bushfire and acid sulfate soils)	✓

Affectation	Yes*	No
Affected by any acquisition of land provision		✓
Biodiversity certified land or subject to any biobanking agreement or property vegetation plan		✓
Significantly contaminated		✓
Subject to flood related development controls		✓

2.4 Surrounding development

Development in the locality is sparsely located and of a diverse mix in proximity of the development site.

The closest ongoing development sits upslope from the adjacent, now vacant, Transport for NSW depot site. Poppy's Home and Garden Centre sits to the east of the site (see figures over). Land generally further east and to the south of Oakdale Road is bushland. To the west towards the Pacific Highway intersection with Oakdale Road the regularity of development increases and includes such uses as the Hunter Dog Centre (dog boarding and training centre), light industrial warehousing, a business training centre, a used car dealership, building supplies depots, a large-scale commercial bakery, and the like. Low density, low rise rural residential-type properties are also located along parts of Oakdale Road within 100-200m of the site.



Figure 9 – Oakdale Road looking west with the development site to the right of the photograph



Figure 10 – Existing development to the immediate east of the Transport for NSW depot site – Poppy's Home and Garden Centre



Figure 11 – Existing development to the immediate east of the Transport for NSW depot site – Poppy's Home and Garden Centre

2.5 Concurrent projects

There are no existing concurrent projects in the immediate vicinity of the site of any scale.

3 Proposed activity

3.1 Proposal overview

The proposal forms part of the \$615.5 million NSW Ambulance Infrastructure Program (AIP). HI will deliver new ambulance stations as part of the AIP to meet the needs of communities across NSW. The program is improving geographic coverage and optimising paramedic response times; delivering contemporary working environments for paramedics and improving workforce sustainability; as well as better meeting the current and future demand for emergency medical care. Gateshead Ambulance Station is one of 30 projects across Sydney, the Central Coast, Hunter and Illawarra regions in the coming years.

The project will:

- Optimise paramedic response times and support critical lifesaving care.
- Provide a better working environment for local paramedics.
- Better meet the current and future demand for emergency medical care in Lake Macquarie.

The proposal involves site preparation works (including minor demolition works to remove existing hard stand areas as well as tree removal), followed by the construction of a new emergency services facility (ESF) for an ambulance station at 79 Oakdale Road, Gateshead. The facility will be a single storey building accommodating 14 ambulance bays and a multipurpose area for paramedics, including a gym, meeting and training rooms, administration areas, logistics and storage facilities, along with a wash bay and parking for 14 staff vehicles, including one (1) disabled space to the side of the building. The site will be landscaped at its boundaries including a landscaped frontage to Oakdale Road. See a site plan, demolition plan, proposed floor plan and roof plan, as well as elevations and an architectural render of the proposal from **Figure 12** onwards.

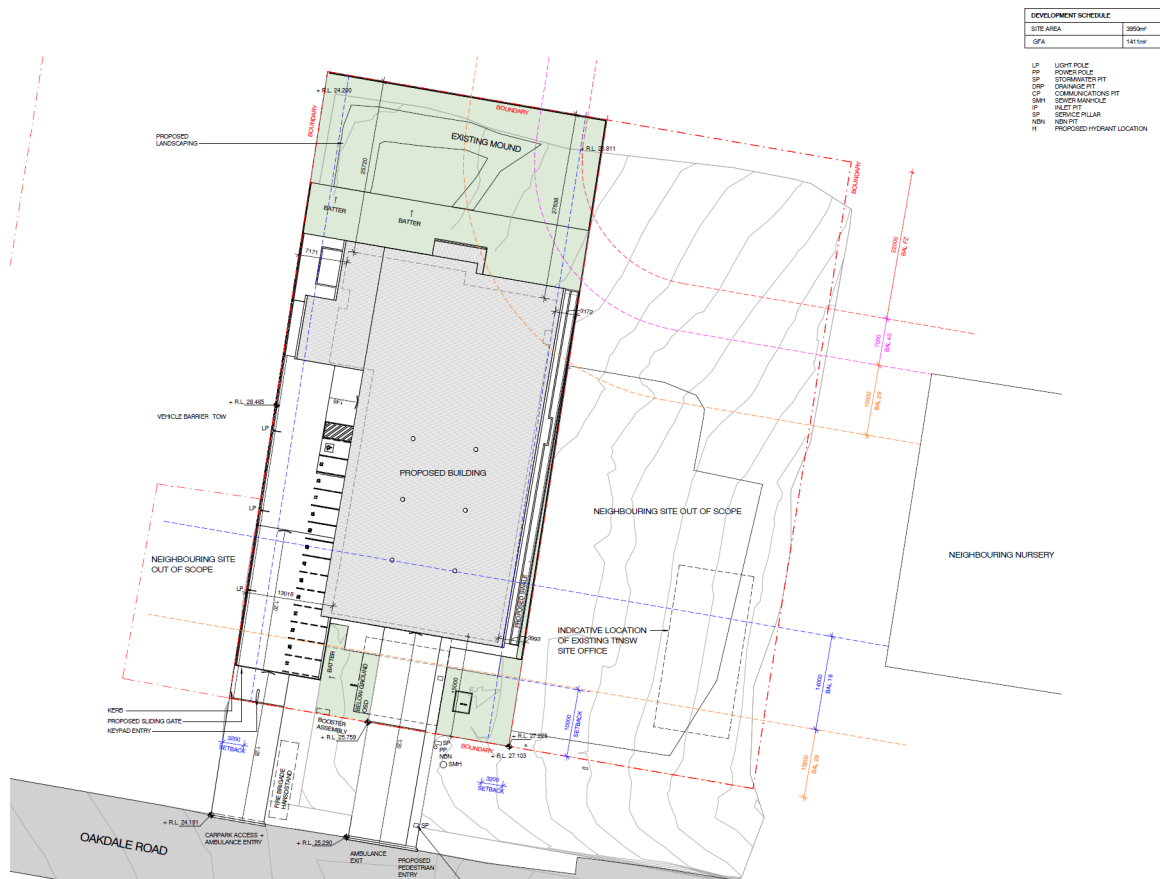


Figure 12 – Site plan (djrd Architects)

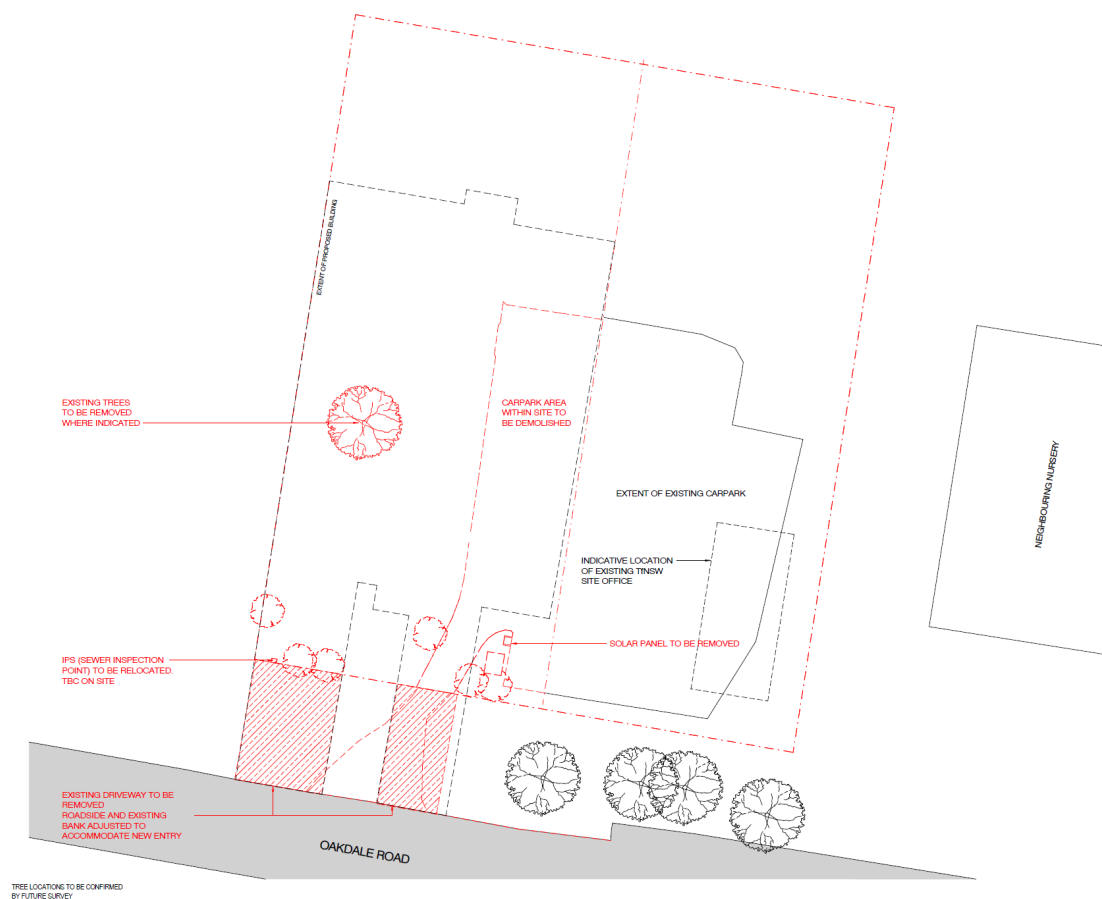


Figure 13 - Demolition plan (djrd Architects)

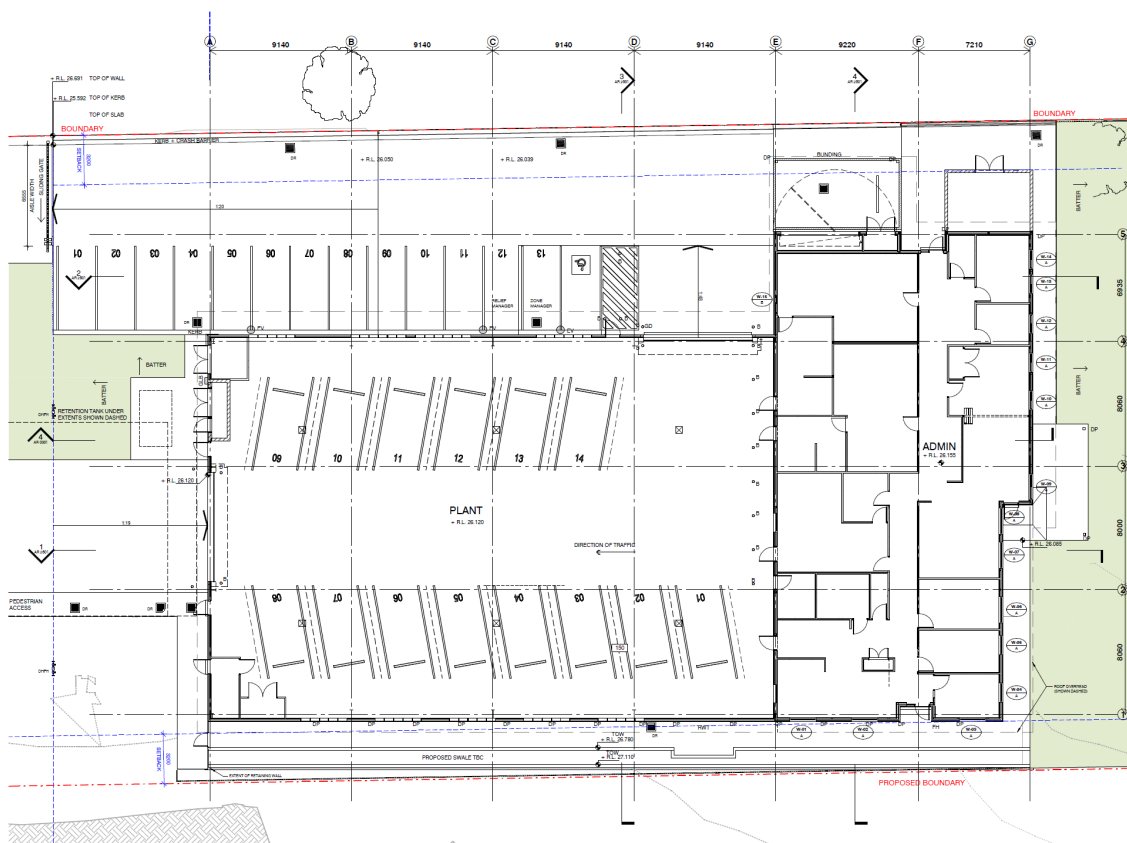


Figure 14 – Ground floor general arrangement plan (djrd Architects)



Figure 15 - Elevations (djrd Architects)



Figure 16 – Architectural render (djrd Architects)

The architectural drawing set is provided at **Appendix C**.

The proposal also involves installation of new building identification signage at the site. The signage is proposed to be affixed midway up the southern façade of the building addressing Oakdale Road stating “NSW Ambulance Gateshead Ambulance Station”. The signage is 4.2m long and 0.7m high and flush with, or incorporated into, the façade. The total area of the signage is 2.94m², which satisfies Exempt Development requirements under Schedule 1 of the TI SEPP and therefore does not require planning approval and inclusion or further consideration under this REF.

3.2 Tree removal and landscaping

Of the 23 assessed trees located on or near the site, 13 will require removal, and one (1) additional tree is recommended to be removed irrespective of the extent of the development of the site as shown in **Figure 17**. All trees but one required removal due to being within the proposed footprint of new works or otherwise having no retention value and being able to be removed irrespective of the proposed works. There is a predominance of trees (11) having a retention value of ‘nil’ or ‘low’ based on the project arborist’s assessment.

The proposed landscaping is greatly affected by the required site-wide Asset Protection Zone (APZ). At this stage landscaping is proposed to comprise only a limited number of new trees (potentially two (2) new trees to the rear of the site), as well as shrubs, groundcovers and rockery-styled hard landscaping. The landscaping is subject to further design development at both the road frontage and to the rear of the site in coordination with the bushfire protection and APZ requirements for the site.

Based on HI’s tree offsetting policy of >1:1 tree replacement for those removed, the potential two (2) new trees do not meet the minimum requirement of 15 new trees, noting however the existing disturbed nature of the site and the opportunity new plantings and landscaping, including new shrubs and groundcovers, brings to the site to improve its existing amenity. Accordingly, bushfire risk at the site limits and acts as a constraint to fully satisfying the tree offsetting policy. Note, nine (9) trees immediately adjacent to the site, and predominantly on the Oakdale Road frontage will be retained and are unaffected by the proposal.

See the current proposed landscape plan at **Figure 18**.

See the arboricultural assessment at **Appendix D** and the landscape drawing at **Appendix E**.



Figure 17 – Location of trees proposed from removal (Civica)

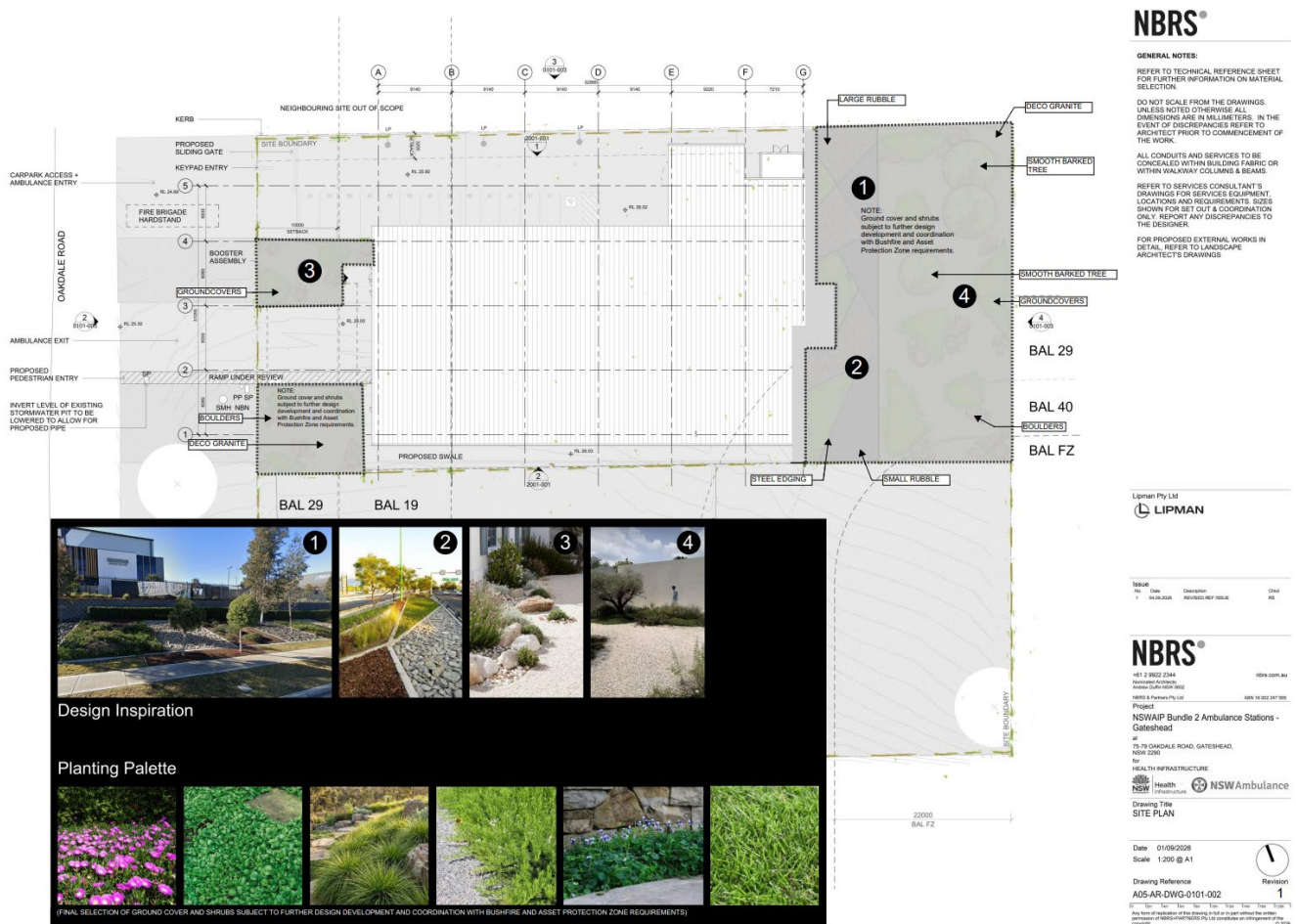


Figure 18 – Proposed landscape plan (NBRS & Partners)

3.3 Civil engineering works

A range of civil engineering works are proposed at the site to accommodate the development. This includes earthworks to increase the levels at the site to ensure appropriate levels and grades at the site. Whilst some cut is required (-685m^3) at the eastern boundary, the amount of fill ($+1,565\text{m}^3$) results in a cut/fill balance of some $+880\text{m}^3$. The areas of fill are generally shown in green on **Figure 19** with cut signified in yellow tones. In each instance, the cutting and filling is relatively shallow at $\pm 0.5\text{m}$ but in parts up to $\pm 1.5\text{m}$.

New pavements are also necessitated to provide access and circulation within and around the building – see **Figure 20**. Two new connecting driveways and their crossings are proposed to Oakdale Road.

Stormwater management at the site includes the introduction of a below ground OSD with WSUD chamber (about 130m^3 in capacity in total) towards the street frontage to cater for run-off from both pervious and impervious areas such as the roof, car park and other pavements, as well as the street frontage landscaping.

Water quality measures will be employed and a rainwater tank of 10kL is also proposed along the eastern boundary of the site.

The Acor civil engineering drawing set is provided at **Appendix F**.

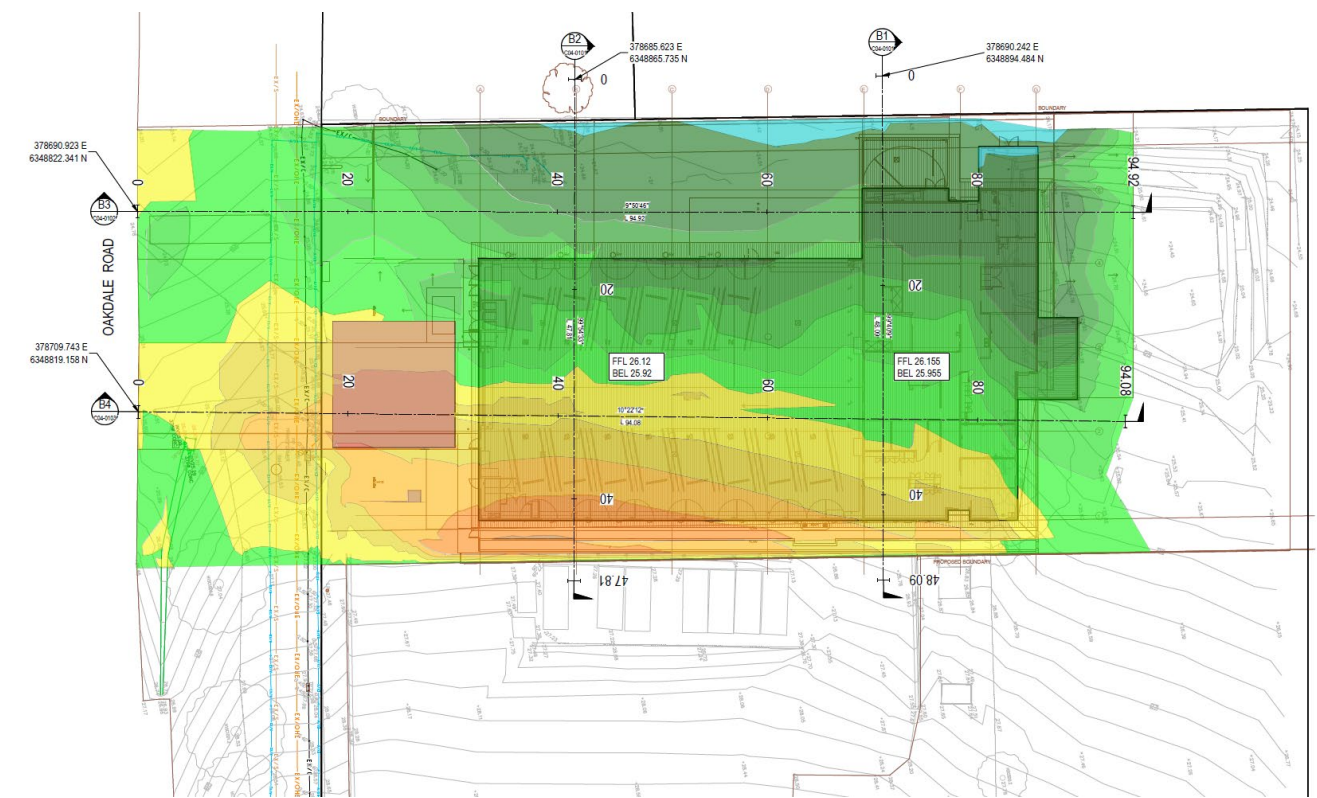


Figure 19 – Bulk earthworks plan (Acor)

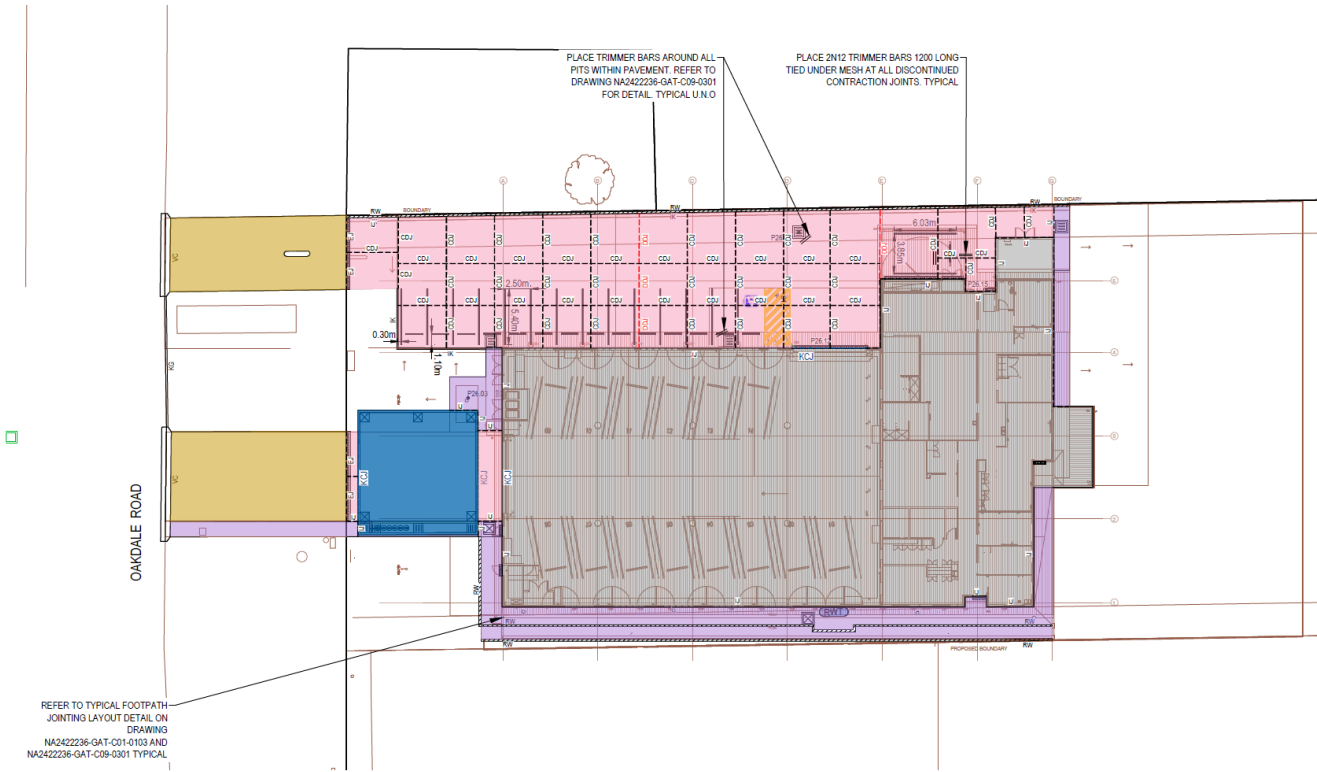


Figure 20 – Pavement plan (Acor)

3.4 Remediation

No remediation works are required with respect to the site. The site is considered to be suitable for the intended proposed future use with respect to contamination. Based on the findings of the project's detailed site investigation (DSI), it is recommended that further investigation beneath the footprints of the former storage shipping containers occur given they have now been removed. This is assumed to confirm the site-wide conclusions drawn with respect to the lack of need for remediation given the scope of testing otherwise undertaken at the site.

See further discussion in section 6 of this REF.

The DSI is found at **Appendix G**.

3.5 Construction activities

The proposed construction works are short-term, up to 12 months in duration.

Table 3: Project Timeframes and Construction Activities

Construction activity	Description
Commencement date	Later in 2026
Work duration/methodology	Approximately 12 months to later in 2027
Work hours and duration/construction	Monday to Friday: 7:00am – 6:00pm; Saturday: 8:00am – 1:00pm; and Sunday: No works to be undertaken.
Ancillary facilities	Ancillary facilities like site sheds, ablutions facilities / WC, stockpiles and storage and the like are likely to be able to be accommodated on the site during works.
Plant equipment	Mobile plant machinery and crane, scaffolding, handheld and powered tools. Mobile digging and earth moving machinery.
Source and quantity of materials	Waste materials are likely to be modest in volume given the minor scale of demolition works required (essentially two large, shed structures). A waste avoidance and reduction strategy will be in place during works and reuse and recycling and diversion of waste from land fill will be employed. Materials are likely to be sourced from suppliers operating within the greater Sydney and/or Newcastle areas for the construction of the new ambulance station.
Traffic management and access	A Construction Traffic Management Plan (CTMP) would be developed by the Contractor prior to the start of construction and updated throughout the project as required. The CTMP would be prepared in consultation with Transport for NSW and the City of Lake Macquarie and would seek to minimise traffic, transport, and parking impacts during the construction stages of the project. The CTMP would address aspects such as type of construction vehicles, construction transport routes, dilapidation surveys, traffic control plan (including detours and signage), and details of measures to minimise conflicts with other road users or users of

Construction activity	Description
	the site. Some of the considerations that the CTMP would need to include are detailed below. Construction vehicle access Construction vehicle access to and from the site is not expected to be an issue as the site is located within an industrial area. Road reserves are generally wide throughout the area and within a short distance to the state road network on Pacific Highway. The state road network can service large vehicles such as truck and dogs and B-doubles, which would be the biggest vehicle expected on site. Oakdale Road and Redhead Road are also authorised heavy vehicle roads for B-doubles up to 26m under general (GML) and concessional mass limits (CML). The site and surrounding land is mostly vacant and flat, providing flexibility for vehicle access and construction staging. A road occupancy license from council will be required should any construction staging be constructed on street. Construction vehicle impact to road network The total volume of construction vehicles is not expected to be high as the proposed development is relatively small and at grade. However, this would vary depending on the approach of the appointed contractor and would be confirmed in the CTMP. Construction worker parking Construction workers are likely to drive given the limited public transport options in the area. As the selected site is spacious and flat, the appointed contractor is encouraged to provide parking for workers within the site to limit impacts to on-street parking. However, on-street parking is unrestricted and can be used by construction workers.

See also the preliminary Construction Management Plan at **Appendix H**.

3.6 Operational activities

Use

The site is proposed to be used as an ambulance station, which is an ESF.

Operation hours

Given the nature of the proposed use, the site would operate 24 hours per day and 7 days a week.

Staff/patients

There is expected to be a peak of 28 staff on shift at any one time.

The use will not involve the handling of patients on the site.

Traffic and parking

Due to the site being located in an area with poor public transport access and bus stops being some distance from the site, it is highly likely that all trips by staff will be made by private car.

The peak number of trips generated by the site is expected to be during the turnover period when ambulances are back at the station and staff are arriving/departing is at worst around 42 movements during the staggered changeover periods (inclusive of ambulance movements).

Shift changeovers occur at different times throughout the day and not necessarily during the road network peak.

With all staff working on site at one time, the parking demand will be for 28 spaces, exceeding the available spaces within the proposed car park by a maximum of 14 spaces. With a large supply of unrestricted on-street parking, the balance of parking can be provided for on-street.

See the Transport Impact Assessment at **Appendix I**.

4 Statutory framework

4.1 Activity description under TI SEPP

Section 4.1 of the EP&A Act states that if an EPI provides that development may be carried out without the need for development consent, a person may carry out the development, in accordance with the EPI, on land to which the provision applies. However, an environmental assessment of activity constituting the development is required under Part 5 of the EP&A Act.

TI SEPP aims to facilitate the effective delivery of infrastructure across the State. Division 6 of Part 2.3 of the TI SEPP outlines the approval requirements for emergency service facilities. An ambulance facility is defined as an emergency services facility to which Division 6 applies, as an ambulance station operated by the Ambulance Service of NSW is a type of emergency services organisation under NSW planning legislation.

Therefore, the proposal is considered an ‘activity’ for the purposes of Part 5 of the EP&A Act and is subject to an environmental assessment under a REF before being carried out. The proposal is considered an ‘activity’ in accordance with Section 5.1 of the EP&A Act because it involves the carrying out of a work, the demolition of a building or a work, and the use of land, that is not Exempt Development or prohibited under an environmental planning instrument.

Under provisions of the TI SEPP, the following activity is to be undertaken.

TI SEPP consultation is discussed within Section 5 of this REF.

Table 4: Description of proposed activities

Division and section within TI SEPP	Description of works
2.52 Development permitted without consent <i>(1) Development for the purpose of an emergency services facility may be carried out by or on behalf of a public authority (other than the NSW Rural Fire Service) without consent in a prescribed zone.</i> <i>(2) Development for the purpose of an ambulance facility may be carried out by or on behalf of a public authority without consent on any land.</i> <i>(3) Development for any of the following purposes may be carried out by or on behalf of an emergency services organisation without consent on any land—</i> <i>(a) the replacement or alteration of, or an addition to, an existing emergency services facility,</i> <i>(b) the restoration of an emergency services facility due to damage,</i> <i>(c) the demolition of an emergency services facility.</i> <i>(4) Development to which this section applies may only be carried out on land reserved under the National Parks and Wildlife Act 1974 if it is authorised by or under that Act.</i> <i>(5) This section does not permit the erection of any building that exceeds 12m in height or that is located closer than 5m to any property boundary (or an addition to a building resulting in the building exceeding that height or being closer than that distance to any property boundary).</i>	The works are for the purposes of an ambulance facility and are being carried out by a public authority (HI), and may occur on any land despite its land use zoning.

Division and section within TI SEPP	Description of works
(6) Despite subsection (5), development for the following purposes may result in a building being located closer than 5 metres to a property boundary— <i>(a) an emergency services facility carried out by or on behalf of Fire and Rescue NSW,</i> <i>(b) an ambulance facility carried out by or on behalf of the Ambulance Service of NSW.</i> (6A) Despite subsection (5), development for the purposes of an ambulance facility carried out by or on behalf of the Ambulance Service of NSW may result in a building with a height of more than 12m. (7) Before development to which this section applies is carried out, the proponent of the development must— <i>(a) give written notice of the intention to carry out the development to the council for the area in which the land is located (unless the proponent is that council) and to the occupiers of adjoining land, and</i> <i>(b) take into consideration any response to the notice that is received within 21 days after the notice is given.</i> <i>(8) Development for the purpose of bush fire hazard reduction work may be carried out by any person without consent on any land that is not within the coastal wetlands and littoral rainforests area if the development is consistent with the applicable bush fire management plan or the direction or agreement relating to the applicable designated fire trail.</i> <i>(9) In this section, coastal wetlands and littoral rainforests area has the same meaning as in section 6 of the Coastal Management Act 2016, but does not include land identified as “proximity area for coastal wetlands” or “proximity area for littoral rainforest” on the Coastal Wetlands and Littoral Rainforests Area Map.</i>	- Being an ambulance facility, being carried out by or on behalf of the Ambulance Service of NSW, 5m setbacks do not apply, and the proposed building may be located closer than 5m to any property boundary. - Further, the 12m building height control within this Division also does not apply. Accordingly, neither of the Lake Macquarie LEP building height control of 15m, nor this Division’s 12m building height apply. - Written notice has been provided to Council and occupiers of adjoining land. Refer Section 5 of this REF. Submissions received have been considered prior to the finalisation and approval of this REF.
Part 2.1 Preliminary Section 2.3(3)	Civil engineering works and services relocation or augmentation and other works ancillary works to the proposal’s construction works (as applicable to any works under Chapter 2 of the TI SEPP).

4.2 Environmental Planning and Assessment Act 1979

The proposed activity is consistent with the objectives of the EP&A Act as outlined in the table below.

Table 5: Consideration of the Objects of the EP&A Act

Object	Comment
a. to promote the social and economic welfare of the community and a better environment by the proper	The proposal supports improved emergency services delivery and operational efficiency, in turn contributing to the

Object	Comment
management, development and conservation of the State's natural and other resources,	social welfare of the community without impacting natural or other resources.
b. to promote the supply, delivery and maintenance of housing, including affordable housing,	Not applicable – the proposal does not relate to housing.
c. to promote productivity through the development and management of the State and its resources,	The works support productivity through engagement of construction workers and sub-consultants in the delivery of the project, and once operational supports employment within the facility. Myriad economic multipliers are likely to arise relative to the scale of the project.
d. to protect the environment, including the conservation of threatened species of native animals and plants and ecological communities and their habitats,	The site is not identified to contain any critical or threatened species, ecological communities or habitats based on NSW Government biodiversity mapping tools. Notwithstanding, the site comprises existing planted / non-remnant vegetation that is required to be removed to accommodate the proposal. An Arboricultural Impact Assessment has been completed and is provided at Appendix D. A total of 13 trees will require removal, and one (1) additional tree is recommended to be removed irrespective of the extent of the development. The environmental impacts are addressed in Section 6 of this REF. Minimal new planting is proposed inconsistent with the HI tree replacement policy of >1:1 given site's designation as bush fire prone land and the requirement to provide for a site-wide APZ. Notwithstanding, two (2) new trees and the opportunity for new shrubs, and groundcovers is proposed to bring improved amenity to the already highly disturbed site. Note, nine (9) trees immediately adjacent to the site, and predominantly on the Oakdale Road frontage will be retained and are unaffected by the proposal.
e. to promote resilience to climate change and natural disasters through adaptation, mitigation, preparedness and prevention,	The proposal adopts a wide range of ESD measures in its design and for its ongoing operation. It manages possible risk from natural disasters, in this case flooding impact, through risk management. The design of the development seeks prevention of any additional or new impacts to the physical environment.
f. to promote the sustainable management of built and cultural heritage, including Aboriginal cultural heritage,	The subject site is neither mapped nor listed or identified as heritage item of any type, nor within a heritage conservation area. Further, based on an AHIMS search, the site does not contain any recorded Aboriginal Sites nor Declared Aboriginal Places, and is remote from any such locations. As demonstrated within the Aboriginal Cultural Due Diligence report and its recent addendum (each provided at Appendix J) the proposal is considered a low impact activity and the works will cause ground disturbance. There are no known Aboriginal objects or Aboriginal places within the curtilage of the subject area. No previous studies have been identified that indicate Aboriginal objects are likely to

Object	Comment
	be retained within the subject area. No relevant landscape features were identified within the subject area. The entire subject area has been subjected to ground disturbing activities including the clearance of vegetation, earthworks, and the construction of the extant buildings, all of which have impacted the land's surface in a way that remains clear and observable. Underground coal mining has also previously occurred at the site. The subject area is not located within 200 metres of a former natural watercourse and therefore is not considered a sensitive landscape feature for the purposes of the Due Diligence Code of Practice and Council's LEP's designation of the site being subject to a Sensitive Aboriginal Cultural Landscape. Given the absence of sensitive landscape features, the lack of known Aboriginal objects within the curtilage of the subject site, and the extent of historical ground disturbance, the archaeological potential of the site is considered to be low. However, given the depth of the soil and the minimal impact these activities may have had, it is (remotely) possible for archaeological potential to remain. The assessment has determined that no further investigation is required for the subject area. Recommendations include an unexpected finds protocol during works.
g. to promote good design, amenity and the proper construction and maintenance of built environments, including the protection of the health and safety of the occupants of buildings,	The proposal, with respect to bulk and scale, materiality, ESD, character and amenity, improves the site and the surrounding built environment. A Building Code of Australia and Accessibility Assessment Report (BCA and Accessibility Assessment Report) is provided at Appendix K, certifying that the proposed activity is designed in accordance with the relevant standards. Additionally, the proposed activity is to be constructed in accordance with the relevant Australian Standards which is substantiated in the preliminary Construction Management Plan at Appendix H.
h. to provide opportunities for participation in environmental planning and assessment,	The proposed activity was notified for 21 days in accordance with requirements to the stakeholders identified through this REF process – see Section 5 of this REF - in accordance with HI's Community Participation Plan (October 2024) (CPP). Submissions received during the notification have been addressed in Section 5 of this REF.
i. to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making	The proposal results in an overall improvement in building performance compared to the existing buildings. The development's ESD credentials have been considered as part of the design and ongoing operation of the

Object	Comment
about environmental planning and assessment,	development. See further detailed ESD considerations within this REF. Refer to the ESD report at Appendix L .
j. to promote a proportionate and risk-based approach to environmental planning and assessment,	This REF (and its appendices) has considered the relevant environmental planning issues likely to arise and addressed these with relevant management, and mitigation measures.
k. to promote the orderly and economic use and development of land.	The proposal makes efficient use of land noting the catchment that the facility will be able to service.

4.3 Environment Protection and Biodiversity Conservation Act 1999

The provisions of the EPBC Act do not affect the proposal as it is not development that takes place on or affects Commonwealth land or waters. Further, it is not development carried out by a Commonwealth agency or development on Commonwealth land, nor does the proposed development affect any matters of national significance. An assessment against the EPBC Act checklist is provided at Table 7.

Table 6: EPBC checklist

Consideration	Yes/No
Will the activity have, or likely to have, a significant impact on a declared World Heritage Property?	No
Will the activity have, or likely to have, a significant impact on a National Heritage place?	No
Will the activity have, or likely to have, a significant impact on a declared Ramsar wetland?	No
Will the activity have, or likely to have, a significant impact on Commonwealth listed threatened species or endangered community?	No
Will the activity have, or likely to have, a significant impact on listed migratory species?	No
Will the activity involve nuclear actions?	No
Will the activity have, or likely to have, a significant impact on Commonwealth marine areas?	No
Will the activity have any significant impact on Commonwealth land?	No
Will the activity affect a water resource, with respect to a coal seam gas development or large coal mining development?	No

4.4 Environmental Planning and Assessment Act 1979

Duty to Consider Environmental Impact

Part 5 of the EP&A Act applies to activities that are permissible without consent. Such activities are generally carried out by or on behalf of a public authority. Activities under Part 5 of the EP&A Act are assessed and determined by a public authority, referred to as the determining authority. HI is a public authority and is the proponent and determining authority for the proposed works.

The EP&A Act requires a determining authority in its consideration of an activity, notwithstanding any other provisions of the Act or the provisions of any other Act or of any instrument made under the EP&A Act or any other Act, to examine and take into account matters affecting or likely to affect the environment by reason of the proposed activity (refer to Subsection 1 of Section 5.5 of the EP&A Act). Section 5.5(2) notes that a determining authority may take into account the matters in a manner that is proportionate to the nature and risk of the activity.

Section 171 of the EP&A Regulation defines the factors which must be considered when assessing the likely impact of an activity on the environment under Part 5 of the EP&A Act. Section 6 of this REF specifically responds to the factors for consideration for the activity.

Table 8 below demonstrates the effect of the proposed development activity on the matters listed for consideration in Subsection 3 of Section 5.5 of the EP&A Act.

Table 7: Matters for consideration under Subsection 3, Section 5.5 of the EP&A Act

Matter for consideration	Impacts of activity
Subsection 3: Without limiting subsection 1, a determining authority shall consider the effect of any activity on any wilderness area (within the meaning of the <i>Wilderness Act 1987</i>) in the locality in which the activity is intended to be carried on.	No effect, as there is no wilderness area (within the meaning of the <i>Wilderness Act 1987</i>) in the locality in which the activity is intended to be carried out on.

Note: If a biobanking statement has been issued in respect of a development under Part 7A of the *Threatened Species Conservation Act 1995*, the determining authority is not required to consider the impact of the activity on biodiversity values.

4.5 Environmental Planning and Assessment Regulation 2021

Section 171(1) of the EP&A Regulation requires that when considering the likely impact of an activity on the environment, the determining authority must take into account the environmental factors specified in the guidelines that apply to the activity.

The *Guidelines for Division 5.1 Assessments*, prepared by DPHI (May 2026) provide a list of environmental factors that must be taken into account for an environmental assessment of the activity under Part 5 of the EP&A Act. These factors are considered at Section 6 of this REF.

In addition, Section 171A of the Environmental Planning and Assessment Regulation (2021) requires the consideration of the impact an activity in a defined catchment. This is considered further below.

4.6 Other NSW legislation

The following table lists any additional legislation that is required to be considered if it is applicable to the proposed activity.

Table 8: Other Possible Legislative Requirements

Legislation	Comment	Relevant? Yes/No
State legislation		
<i>Rural Fires Act 1997</i>	The site is identified as bushfire prone land on Council's Bushfire Prone Land Map.	Yes
<i>Biodiversity Conservation Act 2016</i>	The site is a disturbed semi-urban location that does not contain any critical habitat, threatened species or ecological population or community based on NSW Government Biodiversity mapping tools. Accordingly, further consideration is not required under the <i>Biodiversity Conservation Act 2016</i> (BC Act).	No
<i>Water Management Act 2000</i>	The works are not within 40 metres of a watercourse	No
<i>Contaminated Land Management Act 1997</i>	The site is not identified on the contaminated land register and therefore, further consideration of the <i>Contaminated Land Management Act 1997</i> is not required.	No
<i>Heritage Act 1977</i>	The site is not mapped or listed as a heritage item, nor located within a heritage conservation area. There are no impacts on local or state or national heritage.	No
<i>Roads Act 1993</i>	The works extend to a new pair of driveway crossings from the site to a public road, but not to a classified road.	Yes
<i>National Parks and Wildlife Act 1974</i>	The site is not located within, a registered National Park, nor is it located in proximity to any registered National Parks. Pursuant to Part 4A of the <i>National Parks and Wildlife Act 1974</i> , the site is not identified to contain any Aboriginal land, nor is it located in proximity to any identified Aboriginal land. An Aboriginal Heritage Impact Permit is not required for the proposed activity.	No
<i>NSW Reconstruction Authority Act 2022</i>	The works respond to the broad requirements of the State Disaster Mitigation Plan (SDMP) under section 38 of the NSW Reconstruction Authority Act, in that the development is designed in response to any disaster event that	No.

Legislation	Comment	Relevant? Yes/No
	may occur at the site including flooding, earthquake and the like.	
Section 171A <i>Environmental Planning and Assessment Regulation 2021</i>	The site is not identified as being located within a regulated catchment as defined by Schedule 6 of <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> .	No
State Environmental Planning Policies		
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Chapter 3 of <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> (SEPP SB) relates to standards for non-residential development that requires development consent. As the proposed activity is development permitted without consent, this SEPP does not apply to the proposal. As above, Chapter 3 of this SEPP will only apply in the event a DA is required for the proposed redevelopment. As a REF results as the applicable pathway, this SEPP will not be relevant.	No
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	The site is well removed from the mapped Coastal Environment Area and Coastal Use Area under Chapter 2 of this SEPP. As noted, the site will be suitable for its proposed land use in relation to contamination.	No
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	This SEPP relates to a number of aspects of these proposed works. It determines if a DA of any type may be avoided and whether the Development without consent planning pathway is able to apply. See earlier discussion on the REF pathway. Otherwise, this SEPP includes a range of notification triggers and requirements for REFs or more generally in relation to proximity to rail and road infrastructure and for traffic-generating development. This is discussed in detail in other sections of this REF, noting the proposal is not traffic-generating development. Consultation and Community Engagement requirements under Chapter 2 have been satisfied.	Yes

Legislation	Comment	Relevant? Yes/No
<i>State Environmental Planning Policy (Industry and Employment) 2021</i>	Chapter 3 of this SEPP relates to any Advertising and Signage that is not Exempt Development. As set out in Section 3 of this REF, the proposed signage can be erected as Exempt Development and does not require approval under this REF, nor assessment against the relevant provisions of this SEPP.	No.

Lake Macquarie Local Environmental Plan 2014

Zone	The site is zoned 'E4 - General Industrial' under the <i>Lake Macquarie Local Environmental Plan 2014</i> .	No, as the works are able to be carried out on any land, despite the land use zoning, as set out earlier in this REF.
Height of Buildings	The site is subject to a maximum building height of 15m pursuant to the LEP.	No, as the works are able to be carried out at any height despite any building height controls, as set out earlier in this REF.
Heritage	The subject site is neither mapped nor listed or identified as heritage item of any type, nor within a heritage conservation area.	No
Sensitive Aboriginal Landscape	The site is mapped as subject to Sensitive Aboriginal Landscape provisions.	Yes, however as discussed earlier, the subject area is not located within 200 metres of a former natural watercourse and therefore is not considered a sensitive landscape feature for the purposes of the Due Diligence Code of Practice and Council's LEP's designation of the site being subject to a Sensitive Aboriginal Cultural Landscape.
Flood Planning	The site is not mapped as a Flood Planning Area	No
Acid Sulfate Soils	The site is not mapped as subject to Acid Sulfate Soils	No
Coastal Risk	The site is not mapped as subject to Coastal Risk	No
Foreshore Building Line	The site is not mapped as subject to a Foreshore Building Line	No

Legislation	Comment	Relevant? Yes/No
Environmentally Sensitive Land	The site is not mapped as subject to Environmentally Sensitive Land provisions.	No
Terrestrial Biodiversity	The site is not mapped as subject to Terrestrial Biodiversity	No

4.7 Strategic plans

The following table lists any strategic plan that is required to be considered if it is applicable to the proposed activity.

Table 9: Consideration of the Objects of the EP&A Act

Strategic Plan	Assessment	Relevant? Yes/ No
Hunter Regional Plan 2041	The proposal aligns with, and is not inconsistent with, the Plan's objectives of: - Diversifying the Hunter's mining, energy and industrial capacity. - Supporting the right of Aboriginal residents to economic self-determination. - Creating 15-minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities - An inter-connected and globally-focused Hunter without car dependent communities. - Planning for 'nimble neighbourhoods', diverse housing and sequenced development. - Conserving heritage, landscapes, environmentally sensitive areas, waterways and drinking water catchments. - Reaching net zero and increase resilience and sustainable infrastructure. - Planning for businesses and services at the heart of healthy, prosperous and innovative communities. Sustaining and balancing productive rural landscapes.	Yes, as far as may be relevant to the scope and scale of this development / the works, and the scale of the plan.
Hunter Regional Transport Plan	The proposal is not inconsistent with the Hunter Regional Transport Plan. The location of the proposed Caves Beach Ambulance Station is not inconsistent in	Yes, as far as may be relevant to the scope and scale of this development /

Strategic Plan	Assessment	Relevant? Yes/ No
	aligning with this framework by leveraging the existing road network to enable rapid and wide-reaching emergency response. Note, Transport for NSW articulated no concerns with respect to the proposal.	the works, and the scale of the plan.
Lake Macquarie Local Strategic Planning Statement (LSPS)	The Lake Macquarie LSPS 2025-2045 provides a 20-year land use vision for the LGA. The plan includes eight (8) planning priorities focussed on economic, environmental, and social themes. • Our city has the infrastructure and capacity to attract new industries and investment to expand long-term job opportunities. • Our local and strategic centres provide housing, jobs and activities. • People have housing that suits their needs. • Our city protects and enhances biodiversity. • Our city plans for climate risk and emergencies. • Everyone can enjoy open, active and social spaces. • We have the public and local transport infrastructure to keep our city connected. • People can walk and cycle safely around our city. The proposed activity satisfies, or is not inconsistent with, the relevant planning priorities specified within the LSPS.	Yes, as far as may be relevant to the scope and scale of this development / the works, and the scale of the plan.

5 Consultation

5.1 Statutory consultation

The REF scope of works was notified, having regard to HI's Community Participation Plan (October 2024) and DPHI's Stakeholder Community Participation Plan (2024) for 21 calendar days to the following stakeholders:

- Lake Macquarie City Council
- NSW State Emergency Service (SES)
- Transport for NSW
- Neighbouring and nearby property owners and occupants.

The notification of the above commenced on 17 February 2026 and 20 February 2026 and concluded on 13 March 2026 and 16 March 2026, respectively. **Figure 21** indicates the extent and distribution of neighbouring and nearby property owners and occupants notification letters.

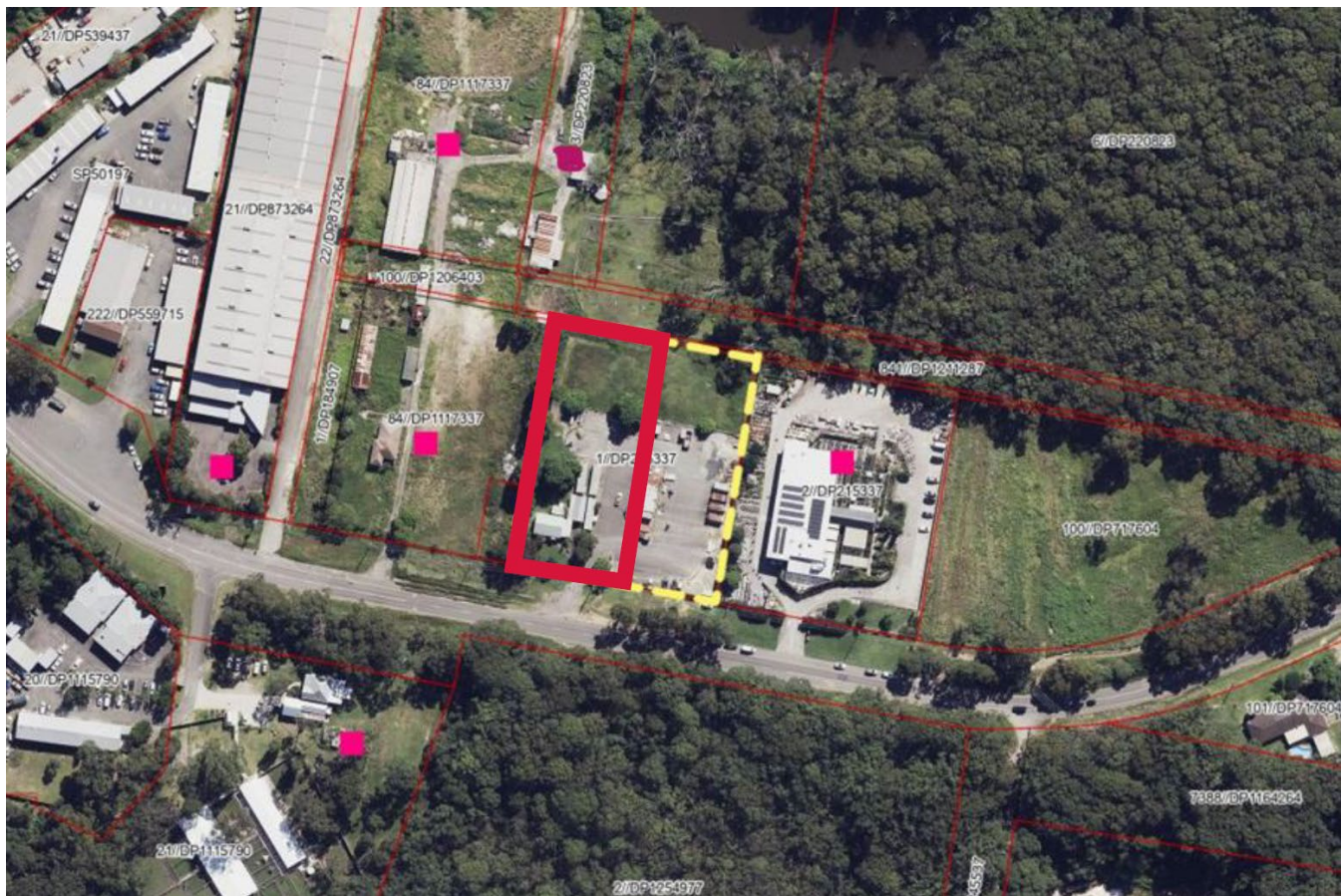


Figure 21 – Extent and distribution of neighbouring and nearby property owners and occupants notification letters, noting the red boundary sets out the development site and yellow boundary the vacant TfNSW site (HI)

One community submission was received by the project team in response to the statutory notification from a nearby property owner. The submission queried the use of lights and sirens and operational noise impacts from the proposal and stormwater management plans for the new station.

Council provided a response to the statutory notification noting a range of matters related vehicle access design and infrastructure works; geotechnical matters; stormwater management; earthworks; the legibility of the pedestrian entrance; car parking; bushfire prone land; mine subsidence; Sensitive Aboriginal Landscape Area; and construction impacts.

NSW SES provided a response noting the importance of flood preparedness and business continuity planning during and after flood events.

No response was received from Transport for NSW in response to the notification (with earlier guidance indicating the proposal does not impact on any State roads).

In addition to the above, Subsidence Advisory NSW was also notified in accordance with the statutory notification requirements of the TI SEPP as the land is located within a Mine Subsidence District and is subject to former underground coal mining. The notification for Subsidence Advisory NSW commenced on 22 April 2026 and concluded on 13 May 2026.

Subsidence Advisory NSW responded by email only on 5 May 2026 and 18 May 2026. Subsidence Advisory NSW indicated that a separate approval will be needed from that organisation via lodgement of an application on the Subsidence Advisory NSW Portal. Due to the size of the proposed development it will be assessed in accordance with the Subsidence Advisory NSW Development Application Merit Assessment Policy and under section 27 of the *Coal Mine Subsidence Compensation Act 2017*. A separate and concurrent application to Subsidence Advisory NSW was made during late May 2026. The application was conditionally approved by Subsidence Advisory NSW on 2 July 2026. The Notice of Determination (and stamped plan) is included as **Appendix T** and the relevant conditions have been included as mitigation measures to this REF.

Copies of the notification letters, as well as responses received, are provided at **Appendix M** as part of the Engagement Report.

An overview of the comments received are outlined and responded to in the table below.

Table 11: Outcomes of consultation

Issue raised	Date received	Response	Reference/ Mitigation Measure
Lake Macquarie City Council			
Council staff are supportive of the proposal and welcome the establishment of a new ambulance station in this location. Council staff have reviewed the technical merits of the application and provide the following comments for consideration.	20 March 2026	Noted.	N/A.
Vehicle access design and infrastructure works Council are supportive of the dual vehicle accesses for the site. It is recommended the drive crossovers are at the kerb alignment and not at the edge of seal. A parking lane should include a new pavement and be sealed. Kerb and guttering should be provided for the frontage of the site with adjustment to existing construction as necessary. (see image over). The perspectives provided indicate kerb and gutter to be provided for the frontage of the site. The plans submitted do not		The proposed design solution set out by Council is not unreasonable.	The mitigation measures reinforce Council's requested inclusion of kerb and guttering at the frontage of the site, including longitudinal drainage.

Issue raised	Date received	Response	Reference/ Mitigation Measure
include these works. Clarification of documentation should be made. Council's preference is for the inclusion of kerb and gutter, including longitudinal drainage be provided for the frontage of the site. 			
Geotech A Slope Stability Assessment in accordance with Council's Slope Stability Guidelines should be undertaken.		The site and its surrounds are not identified as subject to landslide risk under the LEP. The project's geotechnical report also does not recognise any such affectation.	Notwithstanding, slope stability shall be confirmed as part of the early works and site preparation and reinforced by the mitigation measures.
Stormwater management The plans submitted do not clearly demonstrate how stormwater will be managed. Council have assumed stormwater will be managed and directed to the street network and existing stormwater system (and not to the rear of the site). Council recommends the stormwater management system include rainwater tanks for stormwater reuse, and detention measures in accordance with Council's Lake Macquarie Development Control Plan 2014.		This is correct, the proposed stormwater management system will drain to Oakdale Road, subject to on site detention in the first instance. Rainwater tanks are also included for irrigation purposes.	The mitigation measures will reaffirm that the detailed design be in accordance with the relevant provisions of Lake Macquarie Development Control Plan 2014.
Earthworks Council does not have any concern with the proposal and proposed earthworks. It is understood cut and fill will occur across the site, with the inclusion of retaining walls no higher than 1.5 metres on/near side boundaries to retain earthworks. These outcomes are supported. All		Noted. The intent is to drain surface water to the OSD tank and otherwise to the street drainage network.	N/A.

Issue raised	Date received	Response	Reference/ Mitigation Measure
earthworks should be undertaken ensuring that no surface waters are impounded or redirected to cause an adverse impact on surrounding properties.			
Legibility of pedestrian entrance Whilst not a critical element, strengthening of the main pedestrian entrance from the street to the building is encouraged. This could be achieved through strengthening the eastern pedestrian entrance which currently includes footpath connection or strengthening the western pedestrian entrance and relocating the footpath connection to this entrance.		Noted. The current design provides for suitable legibility given the unlikely and limited usage by any users other than staff and visitors familiar with the site / location once operational.	N/A.
Car parking The provision of dedicated staff parking is supported. Council does not have any concern with the car parking and notes the car parking should achieve AS2980.		Noted.	N/A.
Bushfire prone land The site is identified as being within a mapped bushfire prone area. Please ensure consultation is undertaken with the NSW Rural Fire Service to obtain any recommendation for construction requirements or other bushfire protection measures.		Noted. Statutory notification with the RFS is not required, nor referral of the proposed development. However compliance with Planning for Bushfire Protection and the National Construction Code (NCC) is required. Appropriate bushfire protection measures have been undertaken during the design of the development and for its ongoing operation.	N/A, other than the bushfire protection measures set out in the Bushfire Assessment Report and Bushfire Design Compliance Statement.
Mine subsidence The site is identified as being within a mine subsidence district. Please ensure consultation is undertaken with Subsidence Advisory NSW to obtain any construction requirements regarding potential mine subsidence.		Noted. See separate discussion on mine subsidence matters.	See separate discussion on mitigation measures to be applied in relation to the Subsidence Advisory NSW approval as granted on 2 July 2026.

Issue raised	Date received	Response	Reference/ Mitigation Measure
Sensitive Aboriginal Landscape Area The site is identified as being within Council's Sensitive Aboriginal Landscape mapping. Please ensure an Aboriginal Heritage Information Management System (AHIMS) search is undertaken to identify if there are any significant features which required further investigation.		Noted. The subject area is not located within 200 metres of a former natural watercourse and therefore is not considered a sensitive landscape feature for the purposes of the Due Diligence Code of Practice and Council's LEP's designation of the site being subject to a Sensitive Aboriginal Cultural Landscape.	Mitigation measures apply in relation to unexpected finds during works.
Construction impacts During construction, appropriate construction management plans should be in place to mitigate any impacts of construction on surrounding properties and nearby residences.		Noted and agreed.	The standard mitigation measures make provision for detailed construction management and mitigation of impacts upon the environment and neighbours.
SES			
The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunamis in NSW. This role includes planning for responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to either exacerbate existing flood risk or create new flood risk for communities in NSW.	24 February 2026	Noted	N/A
The NSW SES has reviewed the proposed upgrade and the flood risk information available to the NSW SES (e.g. Lake Macquarie City Flood Emergency Sub Plan, 20221, Jewells Wetland Floodplain Risk Management Study and Plan 20182 etc.). Sensitive uses such as ambulance stations (emergency response facilities) require		The flooding profile of the surrounding area is understood and noted. The intention of Ambulance Service NSW is to manage its services during periods of flooding to ensure full services are able to be	Mitigation measures reinforce the need for appropriate flood planning education as part of site induction practices.

Issue raised	Date received	Response	Reference/ Mitigation Measure
ongoing functionality during and after a flood event. While the site at 79 Oakdale Road is above the probable maximum flood (PMF) level, flood depths and velocities also become significant along various roads in the area and would affect vehicle stability and pose constraints for evacuation and emergency response, with some areas requiring early evacuation to avoid rapid isolation and inundation. Therefore, flooding is a risk factor to include to ensure this vital new emergency services facility can serve communities across Lake Macquarie and support local paramedics to deliver the best emergency and mobile medical care, when and where it's needed.		safely maintained and provided. Part of the management plan which for a flood event will be receipt of a formal flood warning by the BOM prior to a rain event, and service delivery remotely in the event of a storm, with paramedics operating from an alternative site temporarily. This will form part of the business emergency plan and/or Emergency Business Continuity Plan as required by the SES.	This can be included as part of the site induction and operational management plan processes.
In addition, while the site is not in a floodplain, during large floods access along Oakdale Road can be impacted by floodwater when Bulls Creek floods. (NSW SES Northern Zone flood planning team, personal communication, 24 February 2026.)		As noted above.	N/A.

Based on this review, the NSW SES provides the following advice:

Consider the impact of flooding on the infrastructure and people using the facility up to and including the Probable Maximum Flood (PMF) along with the impacts of climate change on the flood risks.		As above, the impacts of flooding over the site and road network has been considered within a range of flooding event types, including up to a PMF event. Alternative operations and routes will be used in such events to ensure effective ambulance services are maintained.	The mitigation measures reinforce the need to establish appropriate alternatives for a variety of storm and flooding events, particularly those affecting access to the west of the site on Oakdale Road.
Pursue, if relevant, site design and stormwater management that reduces the impact of flooding and minimises any risk to the community. Any improvements that can be made to reduce flood risk will benefit the community.		The site itself is not flood affected. However, to address any downstream impacts, the proposed works include a detailed	The civil engineering drawings form part of the proposed

Issue raised	Date received	Response	Reference/ Mitigation Measure
		stormwater management system which includes an underground on-site stormwater detention tank with 92.3m ³ volume capacity; rainwater tanks for irrigation; and connection to Council's existing stormwater pit on the opposite side of Oakdale Road proximate to the site. The proposed design aims to improve stormwater management at the site, address existing run-off and limit off-site impacts.	approved drawings.
Ensure workers and people using the facility during and after the construction are aware of any flood risk, for example through site inductions and by using signage.		Noted and agreed. Flood planning education will form part of site induction practices.	Mitigation measures reinforce the need for appropriate flood planning education as part of site induction practices.
Consider closing the worksite and securing all materials and equipment prior to the start of the working day if there is a risk of isolation caused by flooding, on receipt of advice from the Bureau of Meteorology (BoM), or when other evidence leads to an expectation of flooding. During site works, check the BoM website prior to start of the workday for any Flood Warnings.		Noted.	This can be included as part of the site induction and operational management plan processes.
Develop an appropriate business emergency plan to assist in being prepared for, responding to and recovering from flooding. The NSW SES has a template which can assist in this process: http://www.sesemergencyplan.com.au/ .		Noted.	As above.
Notify NSW SES where there are likely to be significant delays in the operation of		Noted.	As above.

Issue raised	Date received	Response	Reference/ Mitigation Measure
the roads affected by the upgrades as this may impact the ability for emergency vehicles to use these routes.			
To provide additional support in doing the above, NSW SES directs you to the online resources which are available to the community on the www.ses.nsw.gov.au website which include helpful pages such as: • Know Your Risk NSW State Emergency Service (enter your town or postcode). • Flood Storm and Tsunami Plans which includes locally endorsed NSW SES Flood Emergency Sub Plans • Emergency Business Continuity Plan online tool which steps you through the process of developing your own Business Emergency Plan.		Noted.	As above.
Subsidence Advisory NSW			
The proposed works are located within a declared mine subsidence district and will require our approval. You can lodge an application online here: Subsidence Advisory NSW Portal. Due to the size of the proposed development it will be assessed in accordance with our Development Application Merit Assessment Policy, which is available on our website.	5 May 2026	Noted.	N/A.
The documentation provided, including the subsidence desktop assessment, is sufficient documentation to allow us to determine approval conditions for the proposed development under S27 of the <i>Coal Mine Subsidence Compensation Act 2017</i>. It is recommended that an application under S27 is submitted for our approval. It is free and can be submitted online.	18 May 2026	An application was lodged with Subsidence Advisory NSW in late May 2026 and is presently under assessment.	The statutory notification requirements for this REF have been fulfilled. Notwithstanding, the mitigation measures will reinforce that any requirements or conditions arising from the parallel assessment processes are applied prior to

Issue raised	Date received	Response	Reference/ Mitigation Measure
			Crown Certification of the proposed works as they relate to the building and its structural adequacy.

Subsequent to these emails, HI lodged the required application. Subsidence Advisory NSW granted conditional approval to the development on 2 July 2026 and issued a Notice of Determination (TBA26-02208). Accordingly, the statutory notification requirements for this REF have been fulfilled. Notwithstanding, the mitigation measures reinforce other permits and approvals required under legislation, and specifically cite the need for further approval from the Mine Subsidence Board before commencement of works at the site.

Community member			
Thank you for your recent correspondence about the new ambulance station to be constructed at 79 Oakdale Road Gateshead. The project is a good use of the old RMA depot and will deliver good benefits for the community.	19 March 2026	Noted.	N/A.

That said, as an adjacent landowner who might be affected by the impacts of the proposed development it would be appreciated if you could provide further information regarding the following:

1. Stormwater: There is currently limited stormwater infrastructure in that section of Oakdale Road and my property is impacted by stormwater discharge from upstream properties. Could you please provide information relating to the stormwater management plan including any upgrades proposed to stormwater management within the Council road reserve. I note Lake Macquarie Council is undertaking design and planning for rehabilitation work on Oakdale Road and any necessary works should integrate with that work where possible.		The proposed works include a detailed stormwater management system which includes an underground on-site stormwater detention tank with 92.3m ³ volume capacity; rainwater tanks for irrigation; and connection to Council's existing stormwater pit on the opposite side of Oakdale Road proximate to the site. The proposed design aims to improve stormwater management at the site, address existing run-off and limit off-site impacts.	The civil engineering drawings form part of the proposed approved drawings.
2. Operational Noise: Our property at [REDACTED] Oakdale Rd Gateshead operates as a dog		As established for all NSW Ambulance	N/A. The operational

Issue raised	Date received	Response	Reference/ Mitigation Measure
boarding facility and includes an on site manager's residence. Could you please advise on operational policy regarding the use of 'sirens' by vehicle accessing and egressing this facility, particularly during the night. If 'sirens' are to be used at, or in close proximity to the station, the noise impacts on the manager's residence and the boarding kennels should be modelled to understand any sleep disturbance to the residents, and any potential impacts on the kennelled dogs. Where necessary appropriate mitigation should be provided by way of physical measures during the build or operational measures enforced through conditions of consent for the development.		Service projects under this NSW Ambulance Infrastructure Program (AIP), and as set out earlier in this REF, ambulance drivers are able to use discretion and limit the use of sirens through the NSW Ambulance policy directive Emergency Driving And Use Of Warning Devices - PD2023-005, which amongst other things sets out circumstances when drivers' may use discretion in the use of lights and/or sirens. It is unlikely that sirens will be applied at all times.	aspects will be in accordance with current and existing NSW Ambulance Service policies and guidelines to ensure driver and public safety and operational efficiencies in the cases of emergencies.

5.2 Community and stakeholder engagement

Targeted and proportionate consultation has occurred to support the development of the Gateshead Ambulance Station.

Communications and consultation activities throughout the project have sought to build awareness about the project and its benefits and make it easy to find out more about the project or provide feedback to the project team.

An overview of the engagement activities comments received is set out below. The project's Engagement Report is provided at **Appendix M**.

Media announcements

The NSW Government first announced funding and the land search for a new ambulance station serving Gateshead in June 2022.

The acquisition of the site and unveiling of an artist impression and draft design for the project occurred in November 2025 (Appendix A of the Engagement Report).

These media milestones supported a range of communication and engagement activities throughout the project including key stakeholder updates and briefings, distribution of a community flyer and statutory notification letters.

Briefings

Lake Macquarie City Council

Following announcement of the project by the NSW Government the project team engaged with Lake Macquarie City Council in late 2022 about the project and land search for new station sites.

A further update was provided on 6 June 2023 about the three new stations proposed across Lake Macquarie including Gateshead, Caves Beach and Edgeworth. These early briefings built awareness about the aims and objectives of the project and sought council's support in the land search and early planning. The project team noted good progress working with utility providers on potential sites in Gateshead and Caves Beach and discussed potential land options for a station serving Edgeworth during the briefing.

In regard to the Gateshead project, Council's executive noted:

- Support for the project and improvements to critical emergency and mobile medical services for local residents across Lake Macquarie.
- Support for further engagement once a site is confirmed noting progress in the land search.
- Air Ambulance and Westpac helicopter rescue operate from Lake Macquarie Airport.

A further project briefing was offered to Council during the design phase for the project that assisted in the development of this REF for the project.

- The briefing provided an overview of the draft station design and sought feedback from council officers.

The following considerations were noted by council staff:

- Support for the projects and investment in new and improved services for the community.
- Appreciate the opportunity for early engagement on the master plan for the station
- Council noted that sections of Oakdale Road are frequently flood affected and business continuity plans should consider flood free access alternatives to access the station during flood events.

Transport for NSW

A project briefing was provided to Transport for NSW (TfNSW) to discuss several ambulance station projects including the Gateshead Ambulance Station on 7 August 2025.

No concerns were raised about the Gateshead Ambulance Station project at the briefing and the following feedback was provided about the Gateshead Ambulance Station site:

- The nominated location does not rely on direct access to a State (classified) road.
- TfNSW does not have any interest in the property from a future land reservation perspective.
- The site is not situated within immediately vicinity of existing signalised intersections.

Subsidence Advisory NSW

Health Infrastructure met with Subsidence Advisory NSW on 15 August 2025 to discuss the proposed Caves Beach and Gateshead Ambulance Stations. Subsidence Advisory NSW advised that each location is assessed individually, as ground conditions and requirements can vary between sites.

Following the briefing and review of the site locations and concept plans, Subsidence Advisory NSW confirmed in an email correspondence on 10 September 2025 that as per Attachment A of Subsidence Advisory's Merit Assessment Policy, the proposed structures would be considered a B4 category structure. As B4 category structures requirements are considered in a case-by-case basis, design requirements in accordance with a B3 category structure would be considered appropriate.

Subsidence Advisory NSW indicated the location at 79 Oakdale Road Gateshead is undermined by historic mine workings in the Victoria Tunnel Seam at 90-95m depth of cover and the Dudley Seam at 120m depth of cover. If a development application was received for the Gateshead site, prior to issuing a conditional approval, Subsidence NSW would potentially request a desktop study by a suitably qualified geotechnical practitioner to determine the mine subsidence risk prior to issuing a conditional approval.

As noted above, a separate statutory notification and approvals process has been undertaken with conditional approval of the proposed development having been granted by Subsidence Advisory NSW on 2 July 2026.

NSW State Emergency Services

A project briefing was provided to NSW State Emergency Services to discuss several ambulance station projects including Gateshead on 16 September 2025.

SES welcomed the opportunity for early consultation and noted it may provide any further commentary during notification.

Initial feedback noted by the SES team included:

- Flood risk and emergency planning through station Business Continuity Plans (BCPs) should consider impacts on access routes and potential flood islands, define activation and notification protocols and prioritise staff safety and service continuity.
- While the station site at Gateshead is not affected by flooding and there remain alternative access routes during flood events, the multiple closure locations nearby on Oakdale Road should be considered in relation to BCP activation triggers (e.g. weather alerts, catchment warnings).

Community flyer

Following the unveiling of the artists impression and announcement of site acquisition, a community flyer was distributed to homes and businesses near the proposal in January 2026.

The community flyer included:

- Key features and benefits of the proposal.
- The artists' impression for the project and indicative site plan
- The planning timeline
- Frequently asked questions
- How to find out more or provide feedback about the project by phone, web or email.

A copy of the project flyer is available in Appendix B of the Engagement Report.

6 Environmental assessment

6.1 Environmental Planning and Assessment Regulation 2021 – Assessment Considerations

Section 171 (1) of the EP&A Regulation notes that when considering the likely impact of an activity of the environment, the determining authority must take into account the environmental factors specified in the environmental factors guidelines that apply to the activity.

The *Guidelines for Division 5.1 assessments* (May 2026) apply to the activity.

The relevant assessment considerations under Section 3 of these Guidelines are provided below.

Table 10: Summary of environmental factors reviewed in relation to the activity

Relevant consideration	Response/assessment	
Any environmental impact on a community	This REF identifies that potential construction and operational impacts are generally of a minimal or minor impact, and can be suitably and effectively managed or mitigated. The environmental impacts of the works are limited given the relatively modest scale of the works. The most significant impacts identified to arise relate to construction noise and vibration, and other general construction impacts. There are likely to be some minor and manageable operational noise impacts related to the ambulance station's use as an ESF.	-ve
Any transformation of a locality	The proposal will not result in a transformation of the locality, whether by built form, or by land use. The mixed use semi-urban character of the locality will be largely unchanged by these works. The modest works will not result in any visual impacts or impacts upon adjacent land uses that could be considered transformative, as they are low scale, low rise and relatively minor in nature. The site is a previously developed and disturbed site used as a transport and works depot.	Nil
Any environmental impact on the ecosystems of the locality	The site is not identified to contain any critical or threatened species, ecological communities or habitats based on NSW Government biodiversity mapping tools. The works will have no impact upon the ecosystems of the locality. Flora, fauna, habitats, biodiversity, ecological integrity, biological diversity, connectivity/fragmentation, air, water including hydrology, soil are all generally unaffected by the modest scope of these works. See further discussion in the section that follows.	Nil
Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality	There will be no reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality. The works will have no impact upon any heritage or conservation values remote from the proposed works. The site, whilst previously developed and used for a transport and works depot, comprises existing planted / non-remnant vegetation that is required to be removed to accommodate the	+ve

Relevant consideration	Response/assessment	
	proposal. An Arboricultural Impact Assessment has been completed and is provided at Appendix D. A total of 13 trees will require removal, and one (1) additional tree is recommended to be removed irrespective of the extent of the development. Minimal new planting is proposed inconsistent with the HI tree replacement policy of >1:1 given site's designation as bush fire prone land and the requirement to provide for a site-wide APZ. Notwithstanding, two (2) new trees and the opportunity for new shrubs, and groundcovers is proposed to bring improved amenity to the already highly disturbed site. Note, nine (9) trees immediately adjacent to the site, and predominantly on the Oakdale Road frontage will be retained and are unaffected by the proposal.	
The effect on any locality, place or building that has aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations	There will be no effect or impact on any locality, place or building that has aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations. As above, the works will have no impact upon any heritage or conservation values remote from the proposed works. Further, there are no anticipated impacts upon Aboriginal cultural heritage. Note a Basic AHIMS Search Result indicates that there are no Aboriginal objects and Aboriginal places located within and within a 50m buffer of the site, whilst the Aboriginal Due Diligence Assessment and the addendum advice at Appendix J concludes that no Aboriginal heritage sites were identified as being at risk of harm from the proposed activity and no further investigation or impact assessment is required. Mitigation measures are to be applied notwithstanding in event Aboriginal cultural heritage or other heritage may be discovered / uncovered.	Nil
The impact on the habitat of protected animals (within the meaning of the <i>Biodiversity Conservation Act 2016</i>)	There is unlikely to be any impact on the habitat of protected animals at the site given the largely unvegetated and disturbed nature of the site. The removal of 14 trees will have no impact upon any habitat for protected animals. As noted earlier in this REF, the site is a disturbed urban location that does not contain (and is well removed from) any critical habitat, threatened species or ecological population or community based on NSW Government Biodiversity mapping tools. Accordingly, further consideration is not required under the <i>Biodiversity Conservation Act 2016</i>.	Nil
The endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air	The works will have no impact upon endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air.	Nil

Relevant consideration	Response/assessment	
Any long-term effects on the environment	There are no long-term effects upon the environment (whether natural or man-made) in relation to the modest scope of works. This includes flood and bushfire behaviour, flooding and the flood plain, bushfire prone land; natural environment, flora and fauna species and their habitats; agricultural productivity; industrial land supply; housing supply; climate change; and cumulative impacts. There are no long term ecological, social and economic effects, in fact the modest scale of the works will commensurately also have modest yet tangibly positive social (health) and economic impacts.	Nil
Any degradation of the quality of the environment	The works (whether during the works themselves and its operational phase) will have no impact upon the quality of the environment to a scale to which it would be permanently degraded. Again, note the directly positive outcomes likely from additional tree planting and new vegetation at the site, which will have a positive impact upon the localised environment.	+ve
Any risk to the safety of the environment	The works are not a risk to the safety of the environment. There will be no adverse environmental impacts that will significantly change any environmental characteristics at or near the site, including flood or stormwater runoff, storm surge, bushfire, ongoing maintenance of landscaping within an Asset Protection Zone, contamination leak, wind speeds, extreme heat, urban heat, climate change adaptation. There are also no sensitive environmental, cultural areas or residential neighbourhoods that stand to be impacted in any significant way, including that related to heritage or conservation. There are also no impacts upon soil resources and related infrastructure and riparian lands on and near the site, soil erosion, salinity and acid sulphate soils, surface water resources (quality and quantity), hydrology, dependent ecosystems, drainage lines, downstream assets and watercourses, groundwater resources. Any earthworks likely to affect, or be affected by, acid sulphate soils will be subject to mitigation measures to ensure their appropriate management. Separate mine subsidence matters are subject to a conditional approval granted by Subsidence Advisory NSW on 2 July 2026, with the results of that process subject to mitigation measures under this REF to ensure those requirements and conditions are addressed (as may be relevant) prior to Crown Certification and commencement of works at the site.	Nil
Any reduction in the range of beneficial uses of the environment	There will be no reduction in the range of beneficial uses of the environment.	Nil

Relevant consideration	Response/assessment	
Any pollution of the environment	Minor, short to mid-term, temporary pollution is likely and inevitable to arise during construction. This includes low-level air (dust and odour) pollution as well as some noise and vibration in consideration of nearby (but not immediately adjacent) sensitive receptors to noise. This however is able to be managed with mitigation measures as set out as part of this REF. Stormwater run-off will be managed during works with typical and/or bespoke sediment and erosion control measures. Operational water quality measures will assist in run-off being improved beyond existing water quality from the site. Operational noise including the use of alarms, lights, and sirens at the site and in ambulances is managed through the NSW Ambulance policy directive Emergency Driving And Use Of Warning Devices - PD2023-005, which amongst other things sets out circumstances when drivers' may use discretion in the use of lights and/or sirens.	-ve
Any environmental problems associated with the disposal of waste	There will be minimal disposal of waste from the construction activities at the site given the vacant nature of the site and the recent removal of structures and buildings. Accordingly, there is no problem associated with waste from the site as no hazardous building waste is generated. Other general earthworks and construction waste will be managed in accordance with the required CEMP to be included as mitigation measures under this REF.	Nil
Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply	There are no increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply.	Nil
The cumulative environmental effect with other existing or likely future activities	At its modest scale the proposal will not have an impact when considered in conjunction with other activities that are planned, under construction, or that have been approved in the immediate area. The scope of works is similar to other works likely within the site's catchment at a domestic or light industrial scale typical within this part of, and other parts of Gateshead and its urban environs whether towards the Pacific Highway or towards the suburb of Dudley. This includes likely aggregated impacts upon traffic, noise, parking and the like. From an ecological standpoint, nil impacts arise. There are no other existing or likely future activities in the area that may cause cumulative impacts.	Nil

Relevant consideration	Response/assessment	
The impact on coastal processes and coastal hazards, including those under projected climate change conditions	The site is remote from the coast and not within the coastal zone and outside of the mapped Coastal Environment Area and Coastal Use Area under Chapter 2 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> .	Nil
Applicable local strategic planning statement, regional strategic plan or district strategic plan made under the Act, Division 3.1	As set out in this REF, the works (at their modest scale) will be consistent with the relevant issues, objectives, policies and actions identified in local and regional plans. As far as may be relevant, the works result in compliance and consistency with policies and community priorities as set out in State and Local Government strategic plans. Relevant legislation, including environmental planning instruments (drafts, policies and guidelines) are all satisfied and complied with in the undertaking and operation of these works.	Nil
Any other relevant environmental factors	None.	Nil

7 Summary of impacts

Key impacts relating to the proposed activity have been considered and are discussed in Table 15 below. All issues relating to the project are largely minor and will not cause significant impact as a result of the proposed activity. All mitigation measures relating to the project are provided in **Appendix U**.

Table 11: Summary of impacts relating to the activity

Issue	Discussion
Traffic access and parking	<i>Construction traffic and parking arrangements</i> A Construction Traffic Management Plan (CTMP) would be developed by the Contractor prior to the start of construction and updated throughout the project as required. The CTMP would be prepared in consultation with Transport for NSW and Lake Macquarie City Council and would seek to minimise traffic, transport and parking impacts during the construction stages of the project. The CTMP would address aspects such as type of construction vehicles, construction transport routes, dilapidation surveys, traffic control plans, including detours and signage, and details of measures to minimise conflicts with other road users or users of the site. Some of the considerations that the CTMP would need to include are detailed below. <u>Construction vehicle access</u> Construction vehicle access to and from the site is not expected to be an issue as the site is located within a light industrial area. Road reserves are generally wide throughout the area and within a short distance to the state road network on the Pacific Highway. The state road network can service large vehicles such as truck and dogs and B-doubles, which would be the biggest vehicle expected on site. Oakdale Road and Redhead Road are also authorised heavy vehicle roads for B-doubles up to 26m under general (GML) and concessional mass limits (CML). The site and surrounding land is mostly vacant and flat, providing flexibility for vehicle access and construction staging. A road occupancy license from council will be required should any construction staging be constructed on street. <u>Construction vehicle impact to road network</u> The total volume of construction vehicles is not expected to be high as the proposed development is relatively small and at grade. However, this would vary depending on the approach of the appointed contractor and would be confirmed in the CTMP. <u>Construction worker parking</u> Construction workers are likely to drive given the limited public transport and active transport options in the area. As the selected site is spacious and generally flat, the appointed contractor is encouraged to provide parking for workers within the site to limit impacts to on-street parking. However, on-street parking is unrestricted and can be used by construction workers. <i>Access (s138 Road Act 1993 approval)</i> The new driveway crossings will require separate Roads Act approval from Council as a connection to an existing road. This REF can provide planning

Issue	Discussion
	approval only as the works are able to be undertaken on any land and are not confined to within the site boundaries. Operational traffic and parking arrangements It has been assumed that the staggered staff changeover occurs over a period of two hours, leading to a practical peak of 42 movements per hour. The worst-case scenario for trip generation would be where the full fleet changes over simultaneously, in which the maximum vehicle movements (inbound and outbound) would be below 84 movements (inclusive of ambulance movements). As part of a general industrial precinct, this level of volume increase is relatively low and would have negligible impact on the road network, noting most of these trips will route via the Pacific Highway, which carries over 2,000 vehicles during the network peak. The trips generated by the proposal are around two per cent of the arterial network volume and well within the daily fluctuations on the road network. Due to the site being located in an area with poor public transport access, the proposed development is likely to introduce minimal additional public transport trips. This will have a negligible impact on the occupancy of existing services. The generated trips would also have a minimal impact on bus operations and travel times. The total increase in pedestrians and cyclists in the vicinity of the site is expected to be minimal due to the low total number of staff at the station and the low cycling and walking mode shares. With no changes being proposed to the active transport network, minimal impact is expected as a result of the proposed development. With 14 parking spaces within the site, there is a shortage of fourteen parking spaces to meet the expected parking demand of 28 spaces. Some staff will be required to park on-street, where there is a dedicated parking lane with no restrictions. This is typical practice of industrial areas and was observed in the vicinity, including on Bulls Garden Road and Oakdale Road. Conservatively, the total parking supply on street within 200m of the site (around three minutes' walk) is around 30 spaces. With a large supply of unrestricted on-street parking, the proposed development will have minimal impact on parking supply. The Transport Impact Assessment is found at Appendix I.
Noise and vibration	Construction noise Construction works are planned to be undertaken within standard construction hours. Based on an assumed demolition and construction methodology and the likely plant and equipment to be used for those phases of works the impacts are likely to be predictable and manageable. The project's acoustic consultant has predicted that no exceedances above the noise limits for highly noise-affected residential receivers is expected within standard work hours. For the noise-affected educational receiver (an early education facility at the rear of a light industrial estate located over 110m to the north-west), the noise from construction plant with Sound Power Levels of more than 107dB(A) will exceeds the noise limit criteria. This includes such things as circular saws, piling rigs, large mobile cranes, and concrete pumps and concrete trucks.

Issue	Discussion
	Nevertheless, compliance with the relevant construction noise criteria can be achieved through specific noise mitigation measures such as acoustic screening around the site. These noise mitigation measures are to be provided in a detailed Construction Noise and Vibration Management Plan (CNVMP). This is included as a mitigation to this REF to ensure appropriate construction noise level may be achieved. Operational noise Operational noise is most likely to occur from two key sources: mechanical plant and from ambulance sirens. Noise from the proposed mechanical plant will need to be controlled to ensure external noise emissions are not intrusive and do not impact on the amenity of the sensitive receivers. The mechanical plant will operate continuously during all day periods. At this stage, a preliminary selection of the external mechanical plant has been provided to the project's acoustic consultant. A noise assessment at the nearest noise sensitive receivers has been carried out to predict the combined noise level from all the mechanical plant in the worst-case scenario. The nearest residential noise sensitive receiver is 60 Oakdale Road – to the east – and the nearest educational noise sensitive receiver (an early education facility at the rear of a light industrial estate located over 110m to the north-west) is Unit 1/49 Oakdale Road. The following assumptions have been made in the noise assessment: ▪ The location of the plant is to the rear and western elevation of the building. The distances to the nearest residential and educational receivers are approximately 200m and 110m, respectively. ▪ The plantroom is open with partial height blockwork around it. And there are no other solid barriers between the mechanical plantroom and the nearest sensitive noise receiver. ▪ The assessment is conducted for the night time period for the residential receiver and mechanical equipment being run at full capacity for the ambulance station operation. ▪ Primary selection of external condenser units and hydraulic pumps have been assumed. Based on this assessment of noise impact from the preliminary selection of mechanical equipment, any cumulative noise emission less than 73dB(A) from the mechanical plant at 1m from the plantroom will comply with the noise level criteria at the nearest noise sensitive receivers. If changes of the mechanical plant are proposed during design stages, noise controls will need to be incorporated with the design of the mechanical plant rooms to ensure that the cumulative noise levels from plant areas to the nearest noise sensitive receivers meets the NSW NPfI noise level criteria. Usual design noise controls that may need to be implemented will typically include, but are not limited to: ▪ Strategic location and selection of plant to ensure the cumulative noise level at the receiver boundaries is met. ▪ Selection of appropriate quiet plant.

Issue	Discussion
	▪ Acoustic noise control measures to be put in place to minimise noise impacts such as: • In-duct attenuation • Noise enclosures as required • Sound absorptive panels • Acoustic louvres as required • Noise barriers as required Acoustic assessment of all mechanical plant shall continue during the detailed design phase of the project in order to confirm any noise control measures. With respect to the use of ambulance sirens on site, there are no relevant noise regulations applicable to ambulances as they depart to attend incidents and emergencies. When in use, noise levels from ambulance sirens are likely to be audible at the nearest residential receivers at various times of the day and night, noting the immediate neighbours of the ambulance station are not classed as sensitive receivers and are light industrial uses. The general direction of travel initially from the station is also not through residential streets. Events identified as Priority One events (Life Threatening Emergencies), require that warning devices should be used, including warning lights and sirens. The NSW Ambulance Emergency Driving and Use of Warning Devices Directive PD2023-005 states that: <i>Blue or red flashing lights (and siren where appropriate) should be used when transporting a patient when the highest clinical level paramedic responsible for the patient deems their condition warrants the use of emergency driving procedures during transfer.</i> It further states: <i>NSW Ambulance personnel who drive a vehicle under emergency response conditions shall use safety equipment provided by NSW Ambulance for that purpose which includes warning devices: lights and sirens. Lights can be used in isolation without the use of a siren if the driver of the vehicle deems the circumstances are safe to do so and can justify reasonable cause to do so.</i> <i>The siren should be utilised on the approach to any hazard, in particular:</i> • <i>Physical hazards such as junctions, intersections, roundabouts, bends or hill crests.</i> • <i>Those created by the presence, position or movement of other road users</i> <i>Deactivation of the siren while driving under emergency response conditions should only be considered if the driver can justify reasonable cause to do so, there is no benefit to be gained from the use of the siren and there is no compromise to the safety of other road users.</i> <i>The driver's decision to use all warning devices will always be supported by NSW Ambulance should a complaint be received due to noise made when responding to an emergency.</i>

Issue	Discussion
	Based on the above, we understand that ambulance drivers will make a judgement call on whether to use ambulance sirens on a case-by-case basis. We further understand that it is the practice of paramedics to minimise the use of sirens when it will cause a noise disturbance and the sirens are deemed unnecessary. See the Noise and Vibration Impact Assessment at Appendix N.
Air quality and environment	The project's preliminary Construction Management Plan addresses, amongst other things, types of air pollution that may be generated at the site, such as odour and dust. To address these all plant and machinery involved in the works will be regularly serviced and checked by the engaged contractor for exhaust emissions and the use of catalytic converters as required. Further, the engaged contractor will develop a strategy in accordance with the statutory regulations for dust control, and a comprehensive Soil and Water Management Plan, both of which will be included in the required Environmental Management Plan (EMP). This strategy will include control measures and document how these measures are to be implemented and monitored. The preliminary Construction Management Plan is included at Appendix H
Soils and geology	The site is not mapped as being subject to acid sulphate soils. Groundwater was encountered at one borehole testing location only at a depth of 4.35m below ground level with no recorded rain events in the week prior to the testing. See the site's Geotechnical Investigation at Appendix O. More relevantly, Subsidence Advisory NSW records indicate the location at 79 Oakdale Road Gateshead is undermined by historic mine workings in the Victoria Tunnel Seam at 90 – 95m depth of cover and the Dudley Seam at 120m depth of cover. Accordingly, the site sits within a Mine Subsidence District and formal consultation is required with Subsidence Advisory as part of the planning approvals process. As noted in Section 5 of this REF, Subsidence Advisory NSW was notified in accordance with the statutory notification requirements of the TI SEPP on 22 April 2026. Subsidence Advisory NSW responded by email only on 5 May 2026 and 18 May 2026. Subsidence Advisory NSW indicated that a separate approval will be needed from that organisation via lodgement of an application on the Subsidence Advisory NSW Portal. Due to the size of the proposed development it will be assessed in accordance with the Subsidence Advisory NSW Development Application Merit Assessment Policy and under section 27 of the <i>Coal Mine Subsidence Compensation Act 2017</i>. A separate and concurrent application to Subsidence Advisory NSW was made during late May 2026. As noted above, a separate statutory notification and approvals process has been undertaken with conditional approval of the proposed development having been granted by Subsidence Advisory NSW on 2 July 2026.
Coastal risks	The works are not located in an area of coastal risks and/or hazards.

Issue	Discussion
Hydrology, flooding and water quality	The site is subject to a moderate flood risk sitting upslope and to the east of areas of flooding and road closures during the PMF, noting the site itself is outside the PMF event. The main access route west of the site is flooded in multiple locations from events as frequent as a 50% AEP event. Alternative access to the east via Oakdale Road, Ocean Street and Dudley Road will need to be available to the east and north during those events if the station is used as a base on those occasions. This would add approximately 2 - 3 minute travel time (or 2.5 km distance) to the service area in various circumstances. Access the west is hindered from the 20% AEP event when a hazard classification of H3 is reached (being conditions unsafe for vehicles, children and the elderly) Ambulance Service NSW is aware of these conditions and intends to manage flood risk to the site or access routes for emergencies. The intention of Ambulance Service NSW is to manage its services during periods of flooding to ensure full services are able to be maintained and provided. Part of the management plan which for a flood event will be receipt of a formal flood warning by the BOM prior to a rain event, and service delivery remotely in the event of a storm, with paramedics operating from an alternative site temporarily.
Visual amenity	The proposed single-storey ambulance station is of a lesser scale than the nearby Poppy's Home and Garden Centre which is two-storey in height and sits prominently elevated upslope above the now vacant TfNSW depot site and the site subject of this REF. The visual impacts of the development are generally neutral to beneficial in the sense of the modest low rise built form and bulk and scale at the site. The development will be of a similar or consistent scale with other similar land uses and built typologies in the locality which is typified by a mix of land uses and built form types. The general visual catchment of the site is modest and limited. The ambulance station will only be viewed from a short visual catchment. Overall, the proposal provides for an attractive, contemporary design and building within a light industrial typology. See the location photos earlier in this REF as well as the architectural render as part of Appendix C.
Aboriginal heritage	There are no anticipated impacts upon Aboriginal cultural heritage. Note a Basic AHIMS Search Result indicates that there are no Aboriginal objects and Aboriginal places located within and within a 50m buffer of the site, whilst the Aboriginal Due Diligence Assessment and the addendum advice at Appendix J conclude that no Aboriginal heritage sites were identified as being at risk of harm from the proposed activity and no further investigation or impact assessment is required. Mitigation measures are to be applied notwithstanding in event Aboriginal cultural heritage or other heritage may be discovered / uncovered. Further, as discussed earlier, the subject area is not located within 200 metres of a former natural watercourse and therefore is not considered a sensitive landscape feature for the purposes of the Due Diligence Code of Practice and Council's LEP's designation of the site being subject to a Sensitive Aboriginal Cultural Landscape.

Issue	Discussion
Non-Aboriginal heritage	The site is remote from heritage listed items and conservation areas and will have no impact. The site is not located in a heritage conservation area, is not a local or State heritage item and is remote from any listed items. There will be no impacts upon any local, State or National heritage.
Ecology	As noted, there is unlikely to be any impact on the habitat of protected animals at the site given the largely unvegetated and disturbed nature of the site. The removal of 14 trees will have no impact upon any habitat for protected animals. The site is a disturbed urban location that does not contain (and is well removed from) any critical habitat, threatened species or ecological population or community based on NSW Government Biodiversity mapping tools. Accordingly, further consideration is not required under the <i>Biodiversity Conservation Act 2016</i>. Based on the site conditions observed, the assessing Ecologist's professional opinion is that the proposed works are highly unlikely to result in a significant impact on any threatened entities. Consequently, an Assessment of Significance (5-part test) under Section 7.3 of the Biodiversity Conservation Act 2016 is not required to be undertaken. A Biodiversity Development Assessment Report (BDAR) or Species Impact Statement (SIS) is also not required. Given the site is completely modified and lacks suitable habitat for any Matters of National Environmental Significance (MNES) identified in the PMST, no MNES will be impacted. A referral to the Commonwealth is not required. To manage potential indirect impacts on the adjacent C2 Environmental Conservation land and enhance local biodiversity, the following standard environmental management practices should be implemented: • Engage a suitably qualified project ecologist to be present on site to supervise all vegetation clearing works, ensuring any native fauna present at the time of clearing are safely caught and relocated to adjacent suitable habitat. • Implement an Erosion and Sediment Control Plan (ESCP) in accordance with the 'Blue Book' (Managing Urban Stormwater: Soils and Construction) prior to any ground disturbance to prevent runoff into adjacent bushland. • Direct construction and operational lighting away from the northern and southern C2 boundaries to minimise light spill into adjacent retained vegetation. • Ensure standard weed management protocols are followed for all machinery entering and exiting the site to prevent the introduction or spread of weeds into the adjoining conservation area. • Retain any native vegetation immediately bordering the site boundary where it falls outside the direct construction footprint and establish appropriate Tree Protection Zones (TPZ) in accordance with AS 4970-2009 if applicable. These matters are included as mitigation measures. See the Ecological Assessment at Appendix Q.

Issue	Discussion
Bushfire	The proposed ambulance station's design has addressed the requirements of Planning for Bushfire Protection Section 8.3.1 – Buildings of Class 5 to 8 under the National Construction Code. Whilst there are no specific requirements, a set of performance criteria allowing for flexibility and selection of specific bushfire protection measures to be used in combination for agreed overall acceptable bushfire risk mitigation have instead been applied. The project's bushfire consultant has provided the following recommendations in relation to bushfire risk management. • Management of the entire site to APZ standards ongoing. • BAL-29 construction to the north and south elevations, BAL-12.5 to the east and west elevations as per AS 3959:2018 Construction of buildings in bushfire-prone areas. • Additional firefighting water supply. • Provision of a Bushfire Emergency Management and Evacuation Plan prior to operation. Further, the bushfire consultant has separately reviewed the currently proposed landscape design. The design notes that the landscaping is subject to further design development at both the road frontage and to the rear of the site in coordination with the bushfire protection and APZ requirements for the site. The Bushfire Design Compliance Statement and Bushfire Assessment Report are found at Appendix R.
Land uses and services	The works do not impact (change) land use activities or services.
Waste generation	Construction waste Waste materials are likely to be modest in volume given the minor scale of works required to establish the site for the ambulance station. A waste avoidance and reduction strategy will be in place during works and reuse and recycling and diversion of waste from land fill will be employed. Operational waste The proposed development will generate general waste (landfill and recyclables), clinical waste (including sharps, cytotoxic, and pharmaceutical waste), and chemical or hazardous waste. These streams will be managed under the Waste Management Plan (see Appendix S), ensuring compliance with relevant standards. Prior to occupation, an Operational Waste Management Plan will be submitted to the Crown Certifier and NSW Ambulance, outlining how waste will be minimised, handled, stored, and disposed of appropriately. Waste water generated through vehicle wash area and WCs etc will be connected to sewer as required.
Hazardous materials and contamination	There are no hazardous building materials at the site given the previous removal of structures and demolition works. Based on the site sampling and testing undertaken there is unlikely to be a risk to human or ecological receptors at the site with respect to potential contamination. No remediation works are required with respect to the site.

Issue	Discussion
	The site is considered to be suitable for the intended proposed future use with respect to contamination. Based on the findings of the project's detailed site investigation (DSI), it is recommended that further investigation beneath the footprints of the former storage shipping containers occur given they have now been removed. This is assumed to confirm the site-wide conclusions drawn with respect to the lack of need for remediation given the scope of testing otherwise undertaken at the site. Notwithstanding, the mitigation measures include requirements to complete this investigation prior to commencement of works at the site to determine whether remediation of any type is required. Given the previous findings across the wider site area it is assumed the same conclusions reached will prevail.
Sustainability and climate resilience	The proposed development has been designed to achieve high standards of environmental performance in alignment with Health Infrastructure's Sustainability Strategy & Commitment (2023) and Simplified Sustainability Checklist. These initiatives will continue to be reviewed and updated as the project progresses through the project lifecycle. The checklist provides the minimum sustainability requirements to be met by the design and includes some modifications to consider the overall context of the Sustainability Program's objectives, and ensure the appropriate sustainability outcomes to be achieved. The sustainability vision is founded on designing and delivering infrastructure that: • is durable, efficient and seeks to minimise resource consumption and environmental impact; • aims to reduce carbon footprint and maximises energy efficiency; • is climate risk ready and resilient to our changing environment; and • is procured responsibly and encourages sustainability. The Simplified Sustainability Checklist's minimum sustainability targets include such matters as: • Waste minimisation through construction/design methods and selection of reused/recycled materials. • Electricity Peak Demand Management. • Energy efficient technology. • Passive design measures to reduce reliance on artificial lighting and mechanical heating and cooling. • Generation and storage of renewable energy (including compliance with NCC J9D5 for future proofing of switchboard and solar PV provision where new roof area >55m² and not shaded for more than 70% of daylight hours) • Provide metering and monitoring of energy consumption (including compliance with NCC2022 J9D3 where relevant). • Potable water minimisation methods. • Climate Resilient/Water Sensitive Urban Design measures (if outdoor landscaping or paved areas >100m² to project).

Issue	Discussion
	• Preferring low GWP refrigerants. • Provide electric vehicle future proofing which aligns with NCC 2022 J9D4 at a minimum (and any further NSW Ambulance guidance). • Project is to be 100% electric (no new fossil fuel equipment for areas within project scope). • Demonstrate project will achieve a 10% improvement on NCC Reference Building J1 V3. • Demonstrate the project will achieve a 10% Improvement over NCC2022 Max Illumination Power Density Table J7D3a. • Demonstration of how the project is addressing Climate Risk Assessment and Adaptation. • Annual data reporting and monitoring. The project is addressing these matters to achieve compliance. The ESD report is attached at Appendix L. The outcome is also to ensure the project aligns with the ecological sustainable development principles of Section 193 of Part 8 of the <i>Environmental Planning and Assessment Regulation 2021</i> and the four key principles, as far as they may apply to the modest scope of works, as set out below. • The precautionary principle • Inter-generational equity • Conservation of biological diversity ecological integrity Improved valuation, pricing and incentive mechanisms
Community and social impact	The works support the operation of a new ESF, therefore result in broader positive social and community impacts. The new ambulance station will: improve geographic coverage and optimising paramedic response times; deliver contemporary working environments for paramedics and improve workforce sustainability; as well as better meeting the current and future demand for emergency medical care in Lake Macquarie.
Cumulative impacts	The works are minor in scale, relate to minor demolition, minor and selected tree removal, and modest development of a single storey 14-bay ambulance station and is therefore not substantial to have result in cumulative impact.

8 Summary of mitigation measures

Mitigation measures are to be implemented for the proposal to reduce impacts on the environment. The mitigation measures are provided at **Appendix U**.

8.1 Summary of impacts

Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

- The extent and nature of potential impacts are low and minor, and will not have significant adverse effects on the locality, community and the environment;
- Potential impacts can be appropriately mitigated or managed to ensure that there is minimal effect on the locality, community; and
- Given the above, it is determined that an EIS is not required for the proposed development activity.

9 Justification and conclusion

The proposed Gateshead ambulance station at 79 Oakdale Road, Gateshead is subject to assessment under Part 5 of the EP&A Act. The REF has examined and taken into account the matters affecting, or likely to affect, the environment by reason of the proposed activity.

As discussed in detail in this report, the proposal will not result in any significant or long-term impact. The potential impacts identified can be reasonably mitigated and where necessary managed through the adoption of suitable site practices and adherence to accepted industry standards.

As outlined in this REF, the proposed activity can be justified on the following grounds:

- It responds to an existing need within the community;
- It generally complies with, or is consistent with all relevant legislation, plans and policies;
- It has minimal environmental impacts; and
- Adequate mitigation measures have been proposed to address these impacts.

The environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an EIS to be prepared and approval to be sought for the proposal from the Minister for Planning under Part 5 of the EP&A Act. On this basis, it is recommended that HI determine the proposed activity in accordance with Part 5 of the EP&A Act and subject to the adoption and implementation of mitigation measures identified within this report.

Appendices

Appendix A – Plan of Acquisition

Appendix B – Planning Certificates

Appendix C – Architectural Drawing Set

Appendix D – Arboricultural Assessment

Appendix E – Landscaping Drawing

Appendix F – Civil Engineering Drawing Set

Appendix G – Detailed Site Investigation

Appendix H – Preliminary Construction Management Plan

Appendix I – Transport Impact Assessment

Appendix J – Aboriginal Due Diligence Assessment and Addendum

Appendix K – BCA and Accessibility Report

Appendix L – ESD Report

Appendix M – Engagement Report

Appendix N – Noise and Vibration Impact Assessment

Appendix O – Geotechnical Investigation

Appendix P – Flood Risk Overview

Appendix Q – Ecological Assessment

Appendix R – Bushfire Assessment Report and Bushfire Design
Compliance Statement

Appendix S – Waste Management Plan

Appendix T – Subsidence Advisory NSW Notice of Determination

Appendix U – Mitigation Measures

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