



STATEMENT OF ENVIRONMENTAL EFFECTS

60 – 64 SHOWGROUND ROAD GOSFORD

**INTEGRATED HEALTH HUB FACILITY AND
DISABILITY ACCOMMODATION**



12 August 2022

Cover Graphic Locality Plan of Site (Source Six Maps)

Certification

This Statement of Environmental Effects (SEE) has been prepared to address the requirements of the Environmental Planning and Assessment Regulation 2021 (the Regulations), in particular Clause 50 and its related schedules.

This SEE is prepared in good faith to accurately describe the proposed development, its context and environmental effects and can be relied on by the consent authority.

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Appendix U – Excavation Plan prepared by Elevation Architecture

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1 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared on behalf of Cornerstone Healthcare Properties to accompany a development application (DA) to the NSW Department of Planning and Environment (DPE).

The DA seeks consent to demolish existing structures at 60 and 62-64 Showground Road Gosford (Lots 1-4 on SP 20095 and Lots 1-6 on SP 20058) and erect a 6-storey building to be used as a multi-disciplinary health hub, including medical centre with ancillary ground floor retail and basement parking, and specialist disability accommodation (SDA) at roof top level. The intent of the SDA is to assist people who currently receive National Disability Insurance Scheme (NDIS) funding, with the accommodation to be managed by a provider.

Cornerstone Healthcare Properties operate several integrated, multidisciplinary medical facilities across Australia, designed to provide a range of health and medical services for the broader community near both public and private health precincts.



Figure 1: Image of proposed development – south eastern perspective along Showground Road

The site is zoned B4 Mixed Use pursuant to State Environmental Planning Policy (Precincts - Regional) 2021 and medical centres, commercial premises and residential accommodation are permitted with consent in the zone.



This proposal has been formulated having full and proper regard to existing development controls and the environmental qualities of the site and surrounds. This SEE demonstrates that the proposed development complies with the relevant development controls currently applying to the site and includes the consideration of matters referred to in Section 4.16 of the Environmental Planning and Assessment Act 1979 (the EP&A Act).

The purpose of this SEE is to:

- Describe the land to which the DA relates and the character of the surrounding area;
- Describe the proposed development;
- Define the statutory planning framework within which the DA is to be assessed and determined; and
- Assess the proposed development in the light of all relevant heads of consideration.

The capital investment value (CIV) for the project is \$37,543,013 including GST – refer Cost Summary Report at **Appendix G** and pursuant to Clause 1.6 of State Environmental Planning Policy (SEPP Precincts-Regional) 2021, the Minister for Planning is the consent authority for development that has a CIV of not less than \$10 Million, but not more than \$75 million.

The proposal is also **not** State Significant Development (SSD) pursuant to Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 since the medical centre component has a Capital Investment Value (CIV) below \$30 million.

The proposal does not constitute integrated development pursuant to Section 4.46 of the EEP&A Act.

The site is not located in a mine subsidence district, on bushfire prone land, near a waterway or adjacent to a Classified Road or like requirement that would require another approval.

The proposed development was the subject of pre-DA meetings with Department of Planning and Environment (DPE) Officers on 21 July 2021 and the City of Gosford Design Advisory Panel (GDAP) three times (13 October 2021, 8 December 2021 and 16 February 2022). Minutes of the meetings are included at **Appendices E and F**. A response letter to the Gosford Design Review Panel (including issues response table) prepared prior to the meeting on 16 February is included at **Appendix K**.



2 SITE AND SURROUNDING AREA

2.1 Site Description

The amalgamated site (Lots 1-4 on SP 20095 and Lots 1-6 on SP 20058) has an eastern frontage to Showground Road of 60.35m, a western (rear) boundary of 60.35m, northern and southern side boundaries of 40.405m and an area of 2437m². See extract from current survey below.

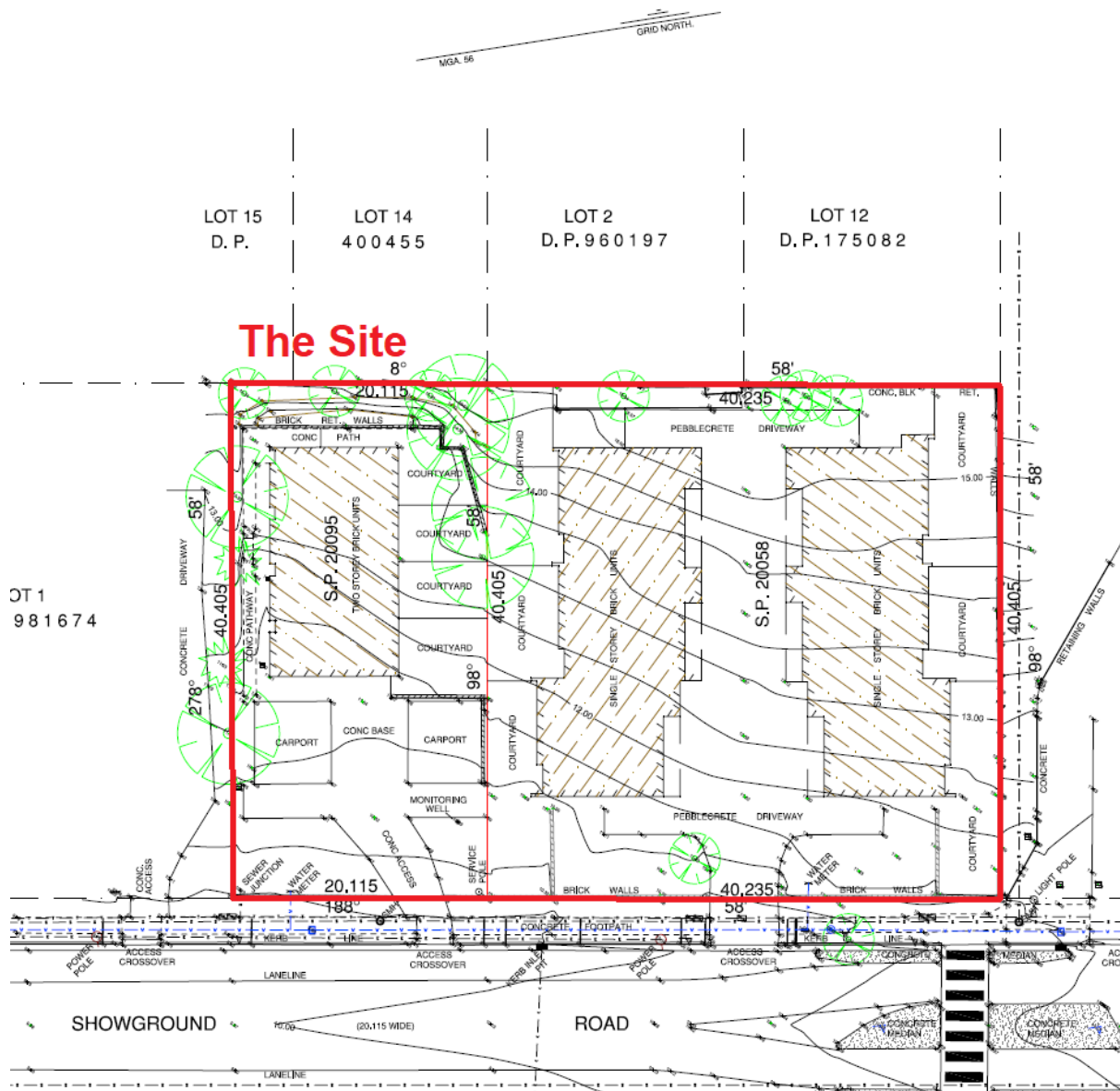


Figure 2: Survey extract, Survey prepared by Bissett and Wright Consulting Surveyors

SP 20095 comprises a single two storey brick residential building containing units with courtyards, carports fronting Showground Road and associated concrete driveway access.



There are trees and vegetation along its southern and western edges and in the internal courtyard areas.

SP 20058 consists of two brick single storey residential buildings containing units with associated perimeter courtyards and centrally located driveway access to Showground Road. Existing vegetation on SP 20058 is limited to the front and rear of the property. A low brick wall is located along the eastern boundary with a concrete footpath running along the western side of Showground Road outside the property.

The site generally has a fall from the rear boundary (west - RL 15.50 at north-west corner) to Showground Road (east - RL 10.13 at south-east corner).

2.2 Surrounding Area

Gosford Hospital and its associated multi-level car park fronting Showground Road adjoin the site immediately to the west and to the north. A concrete driveway close to the site's northern boundary leads to a pickup/drop off point associated with the hospital.

Adjoining the site to the west and above (fronting Holden Street) are buildings which have a residential appearance, but which accommodate medical uses. Further large-scale hospital related buildings are located on the western side of Holden Street.

To the east on the opposite side of Showground Road a narrow car parking area separates Showground Road from railway lines which form a barrier between the locality and Gosford CBD to the south-east.

Gosford Railway Station is approximately 200m to the south of the site with a main entry off Showground Road.



The immediate locality is dominated by large scale buildings associated with Gosford Hospital to the north and north-west and smaller scale residential buildings characterising the western side of Showground Road back towards Gosford Railway Station. See site photos below.



Photo 1: The Site, 60 Showground Road



Photo 2: The Site, 62-64 Showground Road



To the south of the site is Gosford Railway Station and a mix of low scale residential and some more recent higher density shop top housing development. See locality photos below.



Photo 3: The Site from the south on Racecourse Road



Photo 4: Gosford Railway Station approximately 200m to south of the site



Photo 5: Hospital driveway adjoining site's northern boundary



Photo 6: View south along Showground Road with hospital multi-level car park in the foreground



Photo 7: Gosford Hospital and associated multi-level car park fronting Showground Road

The site is located approximately 300m from the Gosford commercial centre (across the railway line to the east) and approximately 50km north of the Sydney GPO.

The site is in the Local Government Area (LGA) of Central Coast.

An aerial photo showing the site context and location plans are provided at **Figures 3 and 4** overleaf.



Figure 3: Aerial Photo showing site context (Source Six Maps)

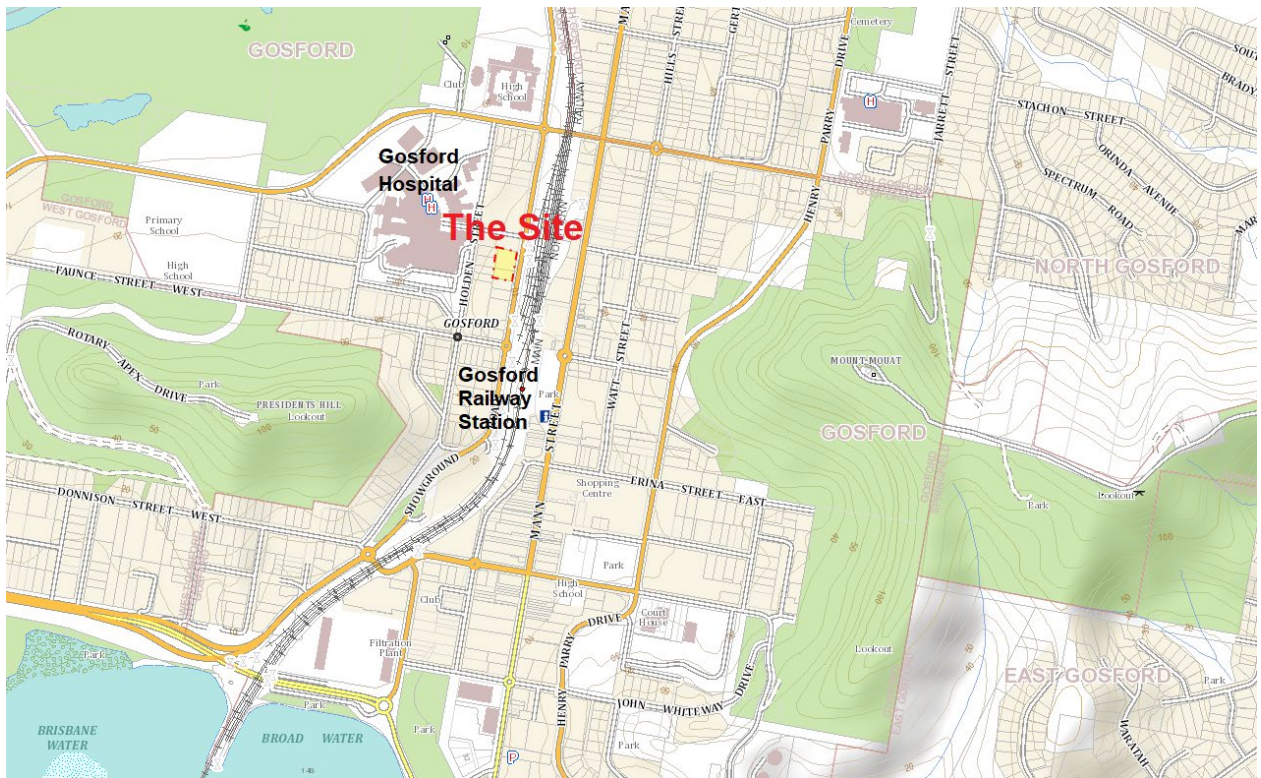


Figure 4: Location Plan (Source Six Maps)



3 PROPOSED DEVELOPMENT

The proposal is to demolish existing buildings on the amalgamated site, remove existing trees and erect a 6-storey building to be used as a multi-disciplinary health hub, including medical centre with ancillary ground floor retail and basement parking, and specialist disability accommodation (SDA) at roof top level. The intent of the SDA is to assist people who currently receive National Disability Insurance Scheme (NDIS) funding, with the accommodation to be managed by a provider.

In particular, the proposed development includes the following:

- Basement 4 – 35 car spaces, storage, plant and circulation areas;
- Basement 3 – 70 car spaces (including 2 accessible), motorcycle bay, storage, plant and circulation areas;
- Basement 2 – 70 car spaces (including 2 accessible), storage, plant and circulation areas;
- Basement 1 – 49 car spaces (including 2 accessible and 2 van spaces), 1 Specialist Disability Accommodation (SDA) drop off space, bike parking, storage, plant and circulation areas;
- Ground Floor – 91m² retail area, 886m² area for medical uses including GP clinic, pharmacy, radiology and pathology, outdoor seating area and secure building entry, new driveway entry off Showground Road with boom gate and associated services areas including ambulance bays, new perimeter landscaping including planter areas and paving around the building, public domain works along Showground Road including street trees;
- First Floor – 1528.7m² area for medical suites and associated services and amenities with elevated planters along showground road frontage and part of north elevation;
- Second Floor – 1527.2m² area for medical suites and associated services and amenities;
- Third Floor – 1528.5m² area for medical suites and associated services and amenities;
- Fourth floor – 1495.2m² area for medical suites and associated services and amenities with outdoor terrace on northern side; and



- Fifth Floor – 7 SDA units (5 x 2 bedroom and 2 x 1 bedroom) with total GFA of 655m², associated balconies and private outdoor courtyard areas, landscaped area fronting Showground Road including covered seating areas and BBQ area within a landscaped setting.

A breakdown of site floor space, parking, and maximum building height is detailed below:

Table 1- Building Metrics

Metric	Proposed
Parking	224 basement parking spaces including 6 accessible and 2 van spaces
Retail GFA	91m ²
Medical Centre GFA	6966m ²
Residential GFA	655m ²
Total GFA	7712m ²
Maximum Building Height	22.9m - maximum on southern side



Figure 5: Image of proposed development – Showground Road perspective



Figure 6: Image of proposed development – north eastern perspective along Showground Road

3.1 Schedule of Drawings

The proposed development is detailed on the following drawings prepared by Elevation Architecture provided with the DA. See schedule of drawing below.

Table 2 – Schedule of Drawings

Drawings prepared by Elevation Architecture		
Drawing Number	Drawing Title	Revision
A-DA-00.01	Context and Locality Plan	B
A-DA-01.01	Site Plan	C
A-DA-01.02	Existing Survey	B
A-DA-03.01	Floor Plan Basement 4	F
A-DA-03.02	Floor Plan Basement 3	F
A-DA-03.03	Floor Plan - Basement 2	F
A-DA-03.04	Floor Plan – Basement 1	G
A-DA-03.05	Floor Plan – Ground Floor	H



Drawings prepared by Elevation Architecture		
A-DA-03.06	Floor Plan – First Floor	G
A-DA-03.07	Floor Plan – Second Floor	F
A-DA-03.08	Floor Plan – Third Floor	F
A-DA-03.09	Floor Plan – Fourth Floor	F
A-DA-03.10	Floor Plan – Fifth Floor	G
A-DA-04.01	Roof Plan	D
A-DA-09.01	Elevations North	E
A-DA-09.02	Elevations East	E
A-DA-09.03	Elevations East	A
A-DA-09.04	Elevations West	A
A-DA-10.01	Section A	E
A-DA-10.02	Section B	E
A-DA-10.03	Section C	E
A-DA-22.01	North-eastern perspective	E
A-DA-22.02	Showground Road perspective	E
A-DA-22.03	South-eastern perspective	E
A-DA-22.04	Showground Road context	E

3.2 Excavation

The proposal includes the excavation of three and a half basement levels. The lowest level of the basement (Basement 4) will require excavation to a level of between approximately 13.5m and 15.9m. An excavation plan is included at **Appendix U**.

3.3 Architectural Intent

The development of the design has been the subject of three meetings with the Gosford Design Advisory Panel. The proposal has achieved design excellence by promoting a high



standard of environmental performance and incorporates the principles of ecologically sustainable development, while responding to the built and natural context and enhancing the urban qualities of the locality. A Design Verification Statement has been prepared by Elevation Architects - refer **Appendix B**.

The proposal responds to the opportunities and constraints presented by the site in terms of views, building separation, solar access and shadowing. The design response provides a well-articulated form to minimise visual bulk, activate the ground plane, enhance the public domain and provide visual interest from the street.

The concept design has considered the following:

- Activation of the street and connectivity to the public domain;
- Visual impact from the public domain and adjoining properties;
- Appropriate levels of privacy and access for future users of the building;
- Environmental performance; and
- Solar access.

3.4 Materiality and Façade Treatment

Materials for the proposed development are contained in the Architectural Plans at **Appendix A** and include dark and light feature bricks, exposed feature concrete, aluminium battens and cladding, all chosen to suit local conditions.

3.5 Landscaping, Communal Open Space and Public Domain

The proposed landscaping solution – refer **Appendix C** includes a range of planting types and creepers which structure the building's private and public spaces while creating green facades and softening its interface with the public domain and surrounding properties, particularly at street level.

At roof top level, the design of the landscaped area includes planting to soften the edge of the building fronting Showground Road, whilst configuring internal spaces and creating a natural setting for the enjoyment of future users.

3.6 Access and Parking

The proposed development makes provision for a total of 224 basement parking spaces and associated service areas, including ambulance bay and refuse bay, to be accessed off Showground Road via a new crossover close to the south east corner.



Pedestrian entry to the site is available at 3 points off the existing footpath including an accessible ramp at the north east corner.

Short term bicycle parking (visitors) will be provided on the ground floor. Long term bicycle parking and end-of-trip facilities are provided on Basement 01.

A Traffic Impact Assessment has been prepared in support of the application, which includes vehicle turning paths and is included at **Appendix J**.

Construction access will be off Showground Road and it is anticipated that a construction management plan will be prepared for approval as part of the Construction Certificate stage.

A Construction Traffic Management Plan is included at **Appendix Q**

3.7 The DA

The DA comprises:

Architectural drawings prepared by Elevation Architecture;

Architectural Design Report prepared by Elevation Architecture;

Landscape Drawings prepared by Terras Landscape Architecture;

Survey prepared by Bissett and Wright Consulting Surveyors;

Cost Summary Report prepared by APLAS Group;

Geotechnical Report prepared by D and N Geotechnical;

Basix Certificate;

Traffic Impact Assessment prepared by Northern Transport Planning and Engineering;

Acoustic Report prepared by RCA Australia;

Stormwater Erosion and Sediment Control Plans;

Waste Management Details;

Arborist Report prepared by Michael Shaw Consulting Arborist;

Visual Impact Assessment prepared by Terras Landscape Architecture;

Construction Traffic Management Plan prepared by Northern Transport Planning and Engineering;

Utilities Assessment prepared by Acor;

Demolition Plan prepared by Elevation Architecture;



Access Report prepared by Lindsay Perry Access;

Excavation Plan by Elevation Architecture;

Contamination Assessment.



4 PLANNING CONSIDERATIONS

4.1 Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act, 1979 (the EP&A Act) is the principal planning and development legislation in New South Wales. In accordance with Section 1.3, the objects of the EP&A Act are:

“1.3 Objects of Act

The objects of this Act are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

For the reasons set out below, it is considered that the proposed development satisfies the above stated objects of the EP&A Act:



- The proposal will promote the social and economic welfare of the community by providing a significant health care facility and associated specialist residential disability component which will reinforce the existing established health care precinct in Gosford;
- The proposal achieves design excellence by promoting a high standard of environmental performance, incorporating the principles of ecologically sustainable development, while responding to the context and enhancing the qualities of the area;
- The proposal will contribute positively to the amenity of the built environment and promote the orderly and economic use and development of land;
- The subject site does not pose any risk to human health, or none that cannot be remediated; and
- The proposal will result in the creation of additional employment in Gosford during the construction phase and operation of the development.

4.2 Biodiversity Conservation Act 2016

The Biodiversity Conservation Act 2016 (BC Act) lists and protects threatened species, populations and ecological communities that are under threat of extinction in NSW. Impacts to threatened species and endangered ecological communities listed under the BC Act are required to be assessed in accordance with Section 7.3 of the BC Act and Applicants must also consider whether their proposal will exceed the following Biodiversity Offset Scheme Development Thresholds including:

1. Exceeding the clearing threshold on an area of native vegetation;
2. Carrying out development on land included in the Biodiversity Values Land Map; or
3. Having a 'significant effect' on threatened species or ecological communities.

The proposal will not exceed the threshold, is not located in the Biodiversity Values Land Map, and is not likely to have a significant effect on threatened species or ecological communities. In this case, the proposal does not necessitate biodiversity offsets. Given the small scale of tree removal, the proposal would not be inconsistent with the intent of the BC Act.

4.3 State Infrastructure Strategy 2018-2038

The State Infrastructure Strategy (SIS) is a 20-year infrastructure investment plan for the NSW Government that places strategic fit and economic merit at the centre of investment decisions.



The strategy assesses infrastructure problems and solutions, and provides recommendations to best grow the State's economy, enhance productivity and improve living standards for the NSW community. The strategy sets six cross-sectoral strategic directions, each designed to achieve 'more with less' and embed good practice across the infrastructure lifecycle.

The proposal is consistent with the SIS, in particular the direction related to integrating land use infrastructure and planning. The development establishes a significant health care and associated specialist residential disability facility within an established medical precinct close to existing transport and infrastructure.



5 Section 4.15 Considerations

Section 4.15(1) of the EP&A Act as amended specifies the matters which a consent authority must consider when determining a development application. The relevant matters for consideration under Section 4.15 of the EP&A Act are discussed below.

5.1 Section 4.15(1)(a) of the Act – the Planning Controls

The consent authority is required to consider those relevant matters listed in Section 4.15 (1) of the EP&A Act. Each of the relevant matters is addressed below.

Section 4.15 (1) (a) requires the consent authority to take into consideration:

“(a) the provisions of:

- (i) any [environmental planning instrument](#), and*
- (ii) any draft [environmental planning instrument](#) that is or has been placed on public exhibition and details of which have been notified to the [consent authority](#) (unless the [Director-General](#) has notified the [consent authority](#) that the making of the draft instrument has been deferred indefinitely or has not been approved), and*
- (iii) any [development control plan](#), and*
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and*
- (iv) the [regulations](#) (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the [land](#) to which the [development application](#) relates,”*

These matters (and others) are below.

5.1.1 Central Coast Regional Plan 2036

The Central Coast Regional Plan guides the NSW Government's land use planning priorities and decisions for the Central Coast region. It sets regional planning priorities and provides a framework for regional and local planning decisions. It identifies economic, social and environmental opportunities to build a more prosperous region and sets out actions to guide development and land use.

Direction 1 of the plan is to grow Gosford City Centre as the region's capital. The plan also contains key actions to enable this, including but not limited to:



- “1.3 Attract and facilitate greater commercial development in Gosford City Centre by improving the public domain and providing opportunities for development through local planning controls;*
- 1.4 Promote Gosford City Centre as an attractive place to live, work and play through local planning controls that support vibrant and safe cultural, entertainment and visitor activities;*
- 1.5 Enhance the growth potential of the health precinct around the Gosford Hospital and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region.”*

The proposed development will help achieve all of these actions by placing a high-quality health care facility, which achieves design excellence into a location which will reinforce the existing established health care precinct in Gosford.

5.1.2 Draft Coast Regional Plan 2041

The draft Central Coast Regional Plan 2041 was on public exhibition from 6 December 2021 until 4 March 2022. The regional vision for the Central Coast in the draft plan is set out as follows:

ONE Central Coast, Connected to Country with jobs close to home, sustainable 15-minute neighbourhoods and a vibrant capital at its heart. Central Coast communities are connected:

- physically connected by infrastructure;*
- socially connected through relationships and a shared sense of unity; and*
- always connected to Country*

It is considered that the proposed development will contribute towards this vision by enhancing the vibrant nature of Gosford city centre and creating opportunities for increased social connections.

5.1.3 NSW Government Architects Gosford Urban Design Framework 2018

The Urban Design Framework (UDF) helps to shape the continued development and renewal of the Gosford City Centre and support implementation of the Central Coast Regional Plan 2036 vision for Gosford. The site falls within the City North precinct. The proposal is consistent with the aims of the City North Precinct. It reinforces health investment to revitalise the city, helps connect the hospital with the city, increases the range of accommodation available,



promotes a diversity of built form and provides for an improved public domain and pedestrian connectivity.

5.1.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 aims to facilitate the effective delivery of infrastructure across the State by:

- “(a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and*
- (b) providing greater flexibility in the location of infrastructure and service facilities, and*
- (c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and*
- (d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and*
- (e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- (f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and*
- (g) providing opportunities for infrastructure to demonstrate good design outcomes”*

The Transport and Infrastructure SEPP is relevant to the proposal because of its proximity to the rail line and because it would be considered traffic generating development. These issues are discussed below.

5.1.4.1 Section 2.97 – Development adjacent to rail corridors

Section 2.97 of the SEPP sets out the following in relation to development adjacent to rail corridors:

- “(1) This section applies to development on land that is in or adjacent to a rail corridor, if the development—*
 - (a) is likely to have an adverse effect on rail safety, or*



- (b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or*
 - (c) involves the use of a crane in air space above any rail corridor, or*
 - (d) is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities.*
- (2) Before determining a development application for development to which this section applies, the consent authority must—*
 - (a) within 7 days after the application is made, give written notice of the application to the rail authority for the rail corridor, and*
 - (b) take into consideration—*
 - (i) any response to the notice that is received within 21 days after the notice is given, and*
 - (ii) any guidelines that are issued by the Secretary for the purposes of this section and published in the Gazette.”*

The site is separated from the rail corridor by Showground Road.

In relation to 1(c) above, the crane would be located in the middle of the site in the area of the lift core and will have a maximum boom length of 37m, therefore extending to the opposite side of Showground Road and being clear of the rail corridor. The distance from the Showground Road property boundary to the rail corridor boundary is approximately 28m.

5.1.4.2 Section 2.99 – Impact of rail noise or vibration on non-rail development

Section 2.99 of the SEPP sets out the following in relation to the impact of rail noise or vibration on non-rail development:

- (1) This section applies to development for any of the following purposes that is on land in or adjacent to a rail corridor and that the consent authority considers is likely to be adversely affected by rail noise or vibration—*
 - (a) residential accommodation,*
 - (b) a place of public worship,*
 - (c) a hospital,*
 - (d) an educational establishment or centre-based child care facility.*



-
- (2) *Before determining a development application for development to which this clause applies, the consent authority must take into consideration any guidelines that are issued by the Secretary for the purposes of this clause and published in the Gazette.*
- (3) *If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded—*
- (a) *in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am,*
- (b) *anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.”*

An Acoustic Report prepared by RCA Australia in support of the proposed development is provided at **Appendix L**. The report considers transport noise from Showground Road and the rail line, as well as nearby rooftop mechanical plant and the Gosford Hospital car park, and, to achieve noise reductions, recommends measures to the facades of the proposed building in accordance with the noise treatment construction categories set out in Appendix C of the Department of Planning document *Development Near Rail Corridors and Busy Roads - Interim Guidelines*.

The Acoustic Report includes a Construction Noise and Vibration Assessment prepared in accordance with the advice presented in the *Interim Construction Noise Guideline* (ICNG) (Department of Environment & Climate Change NSW, 2009) and Australian Standard AS2436-2010 “*Guide to noise and vibration control on construction, demolition and maintenance sites*”.

The report recommends that an updated Construction Noise and Vibration Management Plan (CNVMP) be prepared at the Construction Certificate stage for this project, based on the proposed construction methodologies and plant. General in-principal mitigation measures are to include:

- Construction activities will only occur during standard construction hours;
- The CNVMP is to predict noise and vibration at the nearest receivers based on proposed plant;
- Impacted receivers are to be notified of the nature and timing of the works, including predicted noise and vibration impacts at their property and the mitigation measures that will be adopted;



- Nearby receivers are also to be provided with a site contact to direct any noise or vibration complaints;
- Any complaints received will be investigated and measurements will be undertaken and compared to predictions made in the CNVMP. If the measurements are not in line with predictions made, additional reasonable and feasible mitigation measures will be investigated;
- Plant will be selected with consideration to the sound and vibration output. Selected plant will not be any larger than what is required to undertake the activity;
- Sound barriers (either plywood hording or sound barrier mats hung from site fencing) will be erected around the site perimeter to extend to at least 1.8 m above ground level;
- Vibration monitors programmed to send text message alerts to the work crew are to be used at nearby receiver locations that are within the minimum working distance for cosmetic damage. This will depend on the plant being used and will be updated once plant have been selected.

5.1.4.3 Section 2.121 Traffic Generating Development

Section 2.121 of the SEPP requires that before granting consent to development of a type nominated in Schedule 3 of the SEPP, the consent authority must refer the application to the Transport for NSW for comment on various matters including:

- *the efficiency of movement of people to and from the site and the extent of multi-purpose trips, and*
- *the potential to minimise the need for travel by car, and*
- *any potential traffic safety, road congestion or parking implications of the development.*

Since the development will result in more than 200 basement vehicle parking spaces with access to "any road", as set out in Schedule 3, the DA will need to be referred to Transport for NSW. A Traffic and Parking Assessment prepared by Northern Transport Planning is provided at **Appendix J**. 224 basement parking spaces are proposed including 6 accessible spaces and two van spaces. The parking assessment acknowledges that the parking provision is approximately 30% less than that recommended by TfNSW. However it is considered that adequate parking is provided taking into account the location of the proposed development in close proximity to Gosford Station and local bus routes, and the proposed mix of uses within



the building which is comparable to other similar CHP Developments. Parking is discussed further under Gosford City Centre DCP consideration below.

5.1.5 State Environmental Planning Policy (Resilience and Hazards) 2021

Section 4.6 of State Environmental Planning Policy (Resilience and Hazards) 2021 sets out that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated, and it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out. The site currently contains established dwellings and is used for residential purposes. A contamination assessment is included at **Appendix V**. The contamination assessment concludes that there is no significant visible or analysed evidence that would preclude the development of the site for the purpose intended.

Coastal Development

State Environmental Planning Policy (Resilience and Hazards) 2021 aims to manage development in the coastal zone and protect the environmental assets of the coast. The site is located outside both the coastal environment area and coastal use area as set out in the SEPP.

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

A BASIX certificate prepared in support of the proposed development is provided at **Appendix I**.

5.1.7 State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development applies to the development because of the specialist disability accommodation proposed.

The Policy aims to improve the design quality of residential flat development to:

- Ensure such buildings contribute to sustainable development;
- Provide sustainable housing in social and environmental terms;
- Achieve better built form and aesthetics of buildings, streetscapes and the public spaces they define;



- Better satisfy the increasing demand, changing social and demographic profile of the community;
- Maximise amenity, safety and security for the benefit of occupants and the wider community;
- Minimise the consumption of energy from non-renewable resources.

To support these aims the SEPP introduces 9 design quality principles. These principles do not generate design solutions but provide a guide to achieving good design and the means of evaluating the merit of proposed solutions.

An assessment of the proposed development, against these design principles and the Apartment Design Guide (ADG) criteria is contained in the SEPP 65 Design Verification Statement prepared by Elevation Architects and provided at **Appendix B**.

In summary, the proposed development, including the specialist disability residential component, provides a positive contribution to the locality in terms of its design quality, the internal and external amenity it provides as well as the location of specialist disability accommodation close to existing medical services.

5.1.8 State Environmental Planning Policy (Housing) 2021

State Environmental Planning Policy (Housing) 2021 applies to the development because the specialist disability accommodation (SDA) is considered a Residential Care Facility that is defined in the standard instrument as:

*“**residential care facility** means accommodation for seniors or people with a disability that includes—*

(a) meals and cleaning services, and

(b) personal care or nursing care, or both, and

(c) appropriate staffing, furniture, furnishings and equipment for the provision of that accommodation and care, but does not include a dwelling, hostel, hospital or psychiatric facility.”

The proposal is consistent with the development standards and design principles set out in Part 5 Divisions 3 - 6 of SEPP (Housing) 2021. A fire sprinkler system will be included in the SDA (Section 91) and the proposed SDA is located within an existing medical precinct close to the centre of Gosford. Future residents will have ready access to all the required facilities and services either on site or within proximity (Section 94).



In terms of Design principles (Division 6), the proposed building will contribute positively to the neighbourhood amenity and streetscape, with the specialist disability accommodation being designed to incorporate measures to maximise visual and acoustic privacy as well as solar access. The ground floor plane including the building entry provide a strong visual connection with the street, enabling a high level of passive surveillance and crime prevention in the locality.

The ground floor is also designed to maximise safe and obvious pedestrian links to the footpath along Showground Road.

5.1.9 State Environmental Planning Policy (Precincts – Regional) 2021

Chapter 5 of State Environmental Planning Policy (Precincts - Regional) 2021 applies to the site.

The aims of this Policy are as follows—

- “(a) to promote the economic and social revitalisation of Gosford City Centre,*
- (b) to strengthen the regional position of Gosford City Centre as a multi-functional and innovative centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban space with design excellence in all elements of its built and natural environments,*
- (c) to protect and enhance the vitality, identity and diversity of Gosford City Centre,*
- (d) to promote employment, residential, recreational and tourism opportunities in Gosford City Centre,*
- (e) to encourage responsible management, development and conservation of natural and man-made resources and to ensure that Gosford City Centre achieves sustainable social, economic and environmental outcomes,*
- (f) to protect and enhance the environmentally sensitive areas and natural and cultural heritage of Gosford City Centre for the benefit of present and future generations,*
- (g) to help create a mixed use place, with activity during the day and throughout the evening, so that Gosford City Centre is safe, attractive and efficient for, and inclusive of, its local population and visitors alike,*
- (h) to preserve and enhance solar access to key public open spaces,*



- (i) *to provide direct, convenient and safe pedestrian links between Gosford City Centre and the Gosford waterfront,*
- (j) *to ensure that development exhibits design excellence to deliver the highest standard of architectural and urban design in Gosford City Centre.”*

The proposal is consistent with the aims of this policy. The development will revitalise Gosford and strengthen its regional position. The proposal introduces a significant health care facility and associated specialist residential accommodation into a key location, which will reinforce the existing established health care precinct in Gosford.

Building design excellence is achieved by promoting a high standard of environmental performance and incorporating the principles of ecologically sustainable development, while responding to the context and enhancing the amenity of the built environment.

5.1.9.1 Zoning and Permissibility

The site is zoned B4 Mixed Use pursuant to SEPP (Precincts - Regional) 2021 – refer Figure 7 below. Medical centres and commercial premises are permitted with consent in the zone. Residential accommodation is not prohibited in the B4 zone and is therefore permitted with consent.

Each of the proposed uses as defined in the dictionary of SEPP 2021 is set out below.

Medical centre is defined as:

“medical centre means premises that are used for the purpose of providing health services (including preventative care, diagnosis, medical or surgical treatment, counselling or alternative therapies) to out-patients only, where such services are principally provided by health care professionals. It may include the ancillary provision of other health services.”

Commercial premises is defined as:

“commercial premises means any of the following—

- (a) *business premises,*
- (b) *office premises,*
- (c) *retail premises.”*

Residential accommodation is defined as:



“residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following—

- (a) attached dwellings,
- (b) boarding houses,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers’ dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.”

Seniors housing is further defined as:

“seniors housing means a building or place that is—

- (a) a residential care facility, or
- (b) a hostel within the meaning of clause 12 of [State Environmental Planning Policy \(Housing for Seniors or People with a Disability\) 2004](#), or
- (c) a group of self-contained dwellings, or
- (d) a combination of any of the buildings or places referred to in paragraphs (a)–(c),

and that is, or is intended to be, used permanently for—

- (e) seniors or people who have a disability, or
- (f) people who live in the same household with seniors or people who have a disability, or



(g) staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place,
but does not include a hospital.”

An extract from the SEPP 2021 zoning map is provided below.

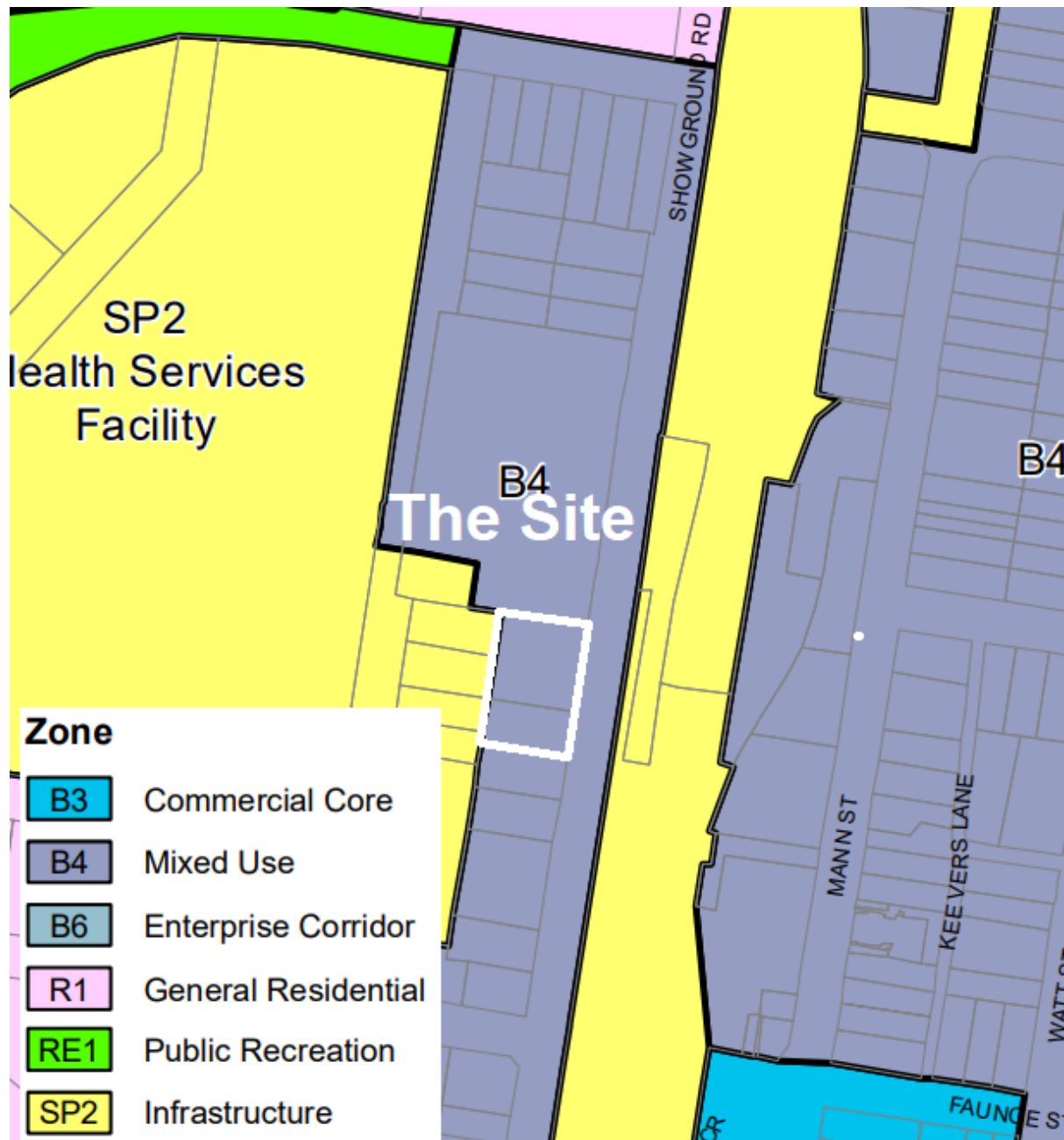


Figure 7: Zoning, SEPP 2021

The various land uses proposed are permissible in the site's B4 Mixed Use zoning.



5.1.9.2 Objectives of the B4 Zone

The objectives of the B4 zone are as follows:

- “• To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To encourage a diverse and compatible range of activities, including commercial and retail development, cultural and entertainment facilities, tourism, leisure and recreation facilities, social, education and health services and higher density residential development.
- To allow development in Point Frederick to take advantage of and retain view corridors while avoiding a continuous built edge along the waterfront.
- To create opportunities to improve the public domain and pedestrian links of Gosford City Centre.
- To enliven the Gosford waterfront by allowing a wide range of commercial, retail and residential activities immediately adjacent to it and increase opportunities for more interaction between public and private domains.
- To protect and enhance the scenic qualities and character of Gosford City Centre.”

The proposed development is consistent with the objectives of the B4 zone. It will introduce land uses and activities which are compatible with activities in the existing health precinct, and which complement the character of the area. The development is in a location which will maximise public transport patronage and encourage walking and cycling as well as improve the public domain.

5.1.9.3 Part 5.5 - Principal Development Standards

Part 5.5 of SEPP 2021 identifies the principal development standards that apply to land.

Height of buildings

Clause 5.25 relates to the maximum height of buildings. The site is identified on the Height of Buildings Map as having a maximum permissible building height of 18 metres. Building Height is defined in SEPP 2021 as:



“the vertical distance from ground level (existing) to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.”

The proposed development exceeds the 18m height limit by a maximum of 4.1m on southern side – refer **figure 8** below. Because of the height non-compliance, the proposal is subject to the provisions of clauses 5.45 and 5.46 of the SEPP that allow for variation to the nominal floor space and building height controls where that development achieves design excellence.

The proposed building has a maximum building height of 22.1m.

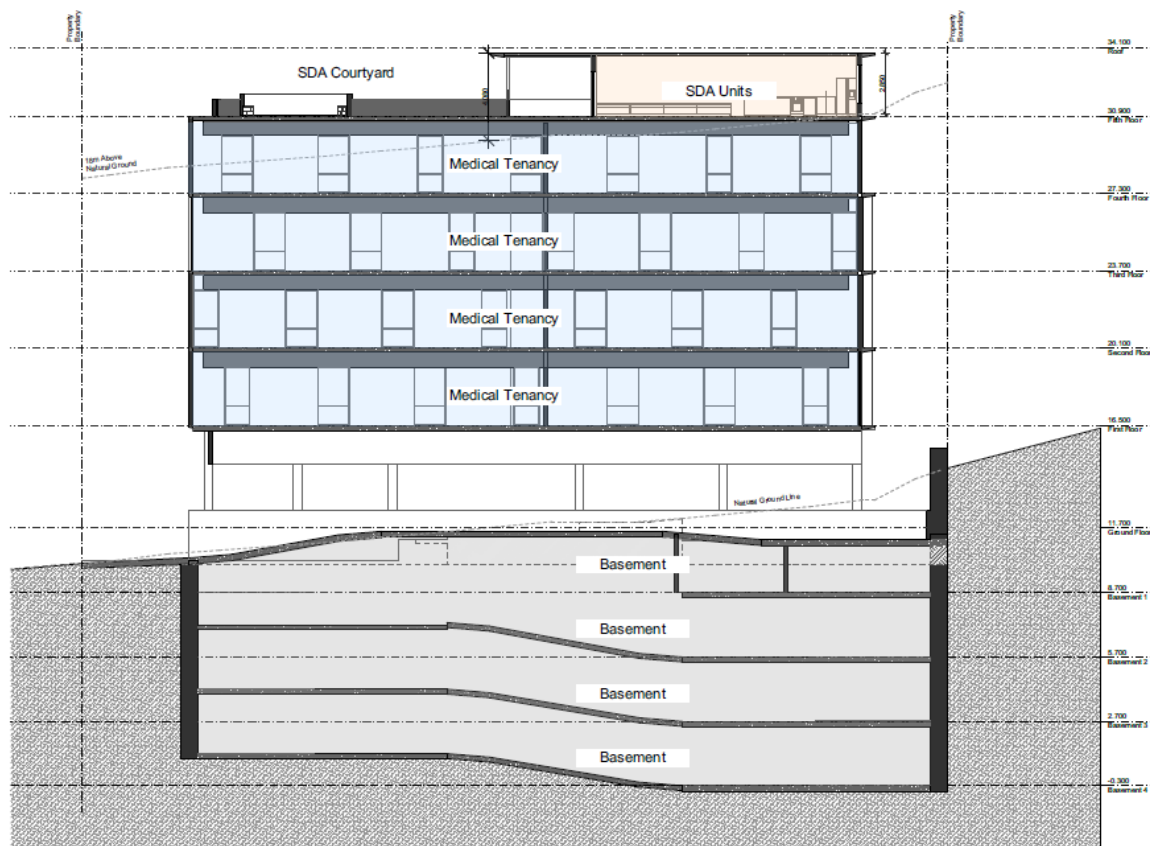


Figure 8 Height non-compliance

The proposed building is considered to achieve design excellence, as discussed below, and the building height proposed is acceptable.

Floor Space Ratio

The site has a mapped FSR limit of 2:1, but is also subject to the formula set out in Clause 5.46 (2) of the SEPP since the site area is less than 2800m². The FSR formula is:



“ $2 + (X \times 0.02):1$, where X is the percentage of the gross floor area (GFA) of the building that is used for a purpose other than residential purposes. “

GFA is defined in SEPP 2021 as:

*“**gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—*

(a) the area of a mezzanine, and

(b) habitable rooms in a basement or an attic, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes—

(d) any area for common vertical circulation, such as lifts and stairs, and

(e) any basement—

(i) storage, and

(ii) vehicular access, loading areas, garbage and services, and

(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(g) car parking to meet any requirements of the consent authority (including access to that car parking), and

(h) any space used for the loading or unloading of goods (including access to it), and

(i) terraces and balconies with outer walls less than 1.4 metres high, and

(j) voids above a floor at the level of a storey or storey above.

The development has a proposed GFA of 7712m², including a residential GFA of 655m². Using formula above, percentage of residential floor space is $655/7712 = 8\%$.

Therefore X (% of GFA other than residential is approximately 7057m² or 92%).

Using the formula, the maximum permitted FSR is $2 + (92 \times 0.02):1$ or

$2 + 1.84:1 = 3.84:1$ or GFA of 9358m²

The proposed FSR is 3.16:1 (2437m² site size) which complies.



5.1.9.4 Part 5.7 – Additional local provisions

Acid Sulphate Soils

A Geotechnical Investigation Report has been prepared in support of the proposed development and is included at **Appendix H**. The Geotechnical Investigation includes a review of the Gosford Acid Sulfate Risk Map (Edition two) which indicates the site is located within an area of no known occurrences of acid sulfate soil materials. The site elevation and geology further make the occurrence of acid sulfate soil unlikely, inferring that soil disturbance would not lead to additional generation of acidity on exposure to oxygen.

Part 5.8 – Gosford City Centre

Design Excellence

Clause 5.45 of the SEPP sets out design excellence matters to be considered by the consent authority prior to granting development consent. Clause 5.45(4) sets out the following matters to be considered that are discussed in the table below.

Consideration	Comment
“(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	In relation to matters (a) to (d) above, during design development the project team met with the City of Gosford Design Advisory Panel (GDAP) three times and the proposal now achieves design excellence (see Appendix E and F). The development is also consistent with the objectives of clauses 5.52 and 5.53 in that solar access to key public open spaces will not be affected and key vistas and view corridors will be retained. The relevant requirements of Gosford City Centre DCP 2018 are considered below.
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,	
(c) whether the development is consistent with the objectives of clauses 8.10 and 8.11,	
(d) any relevant requirements of applicable development control plans,	
(e) how the development addresses the following matters— (i) the suitability of the land for development,	The site adjoins Gosford Hospital, the Gosford central business district and Gosford Railway Station and is zoned B4 Mixed Use. The site is considered suitable for the mix of uses and scale of building proposed.
(ii) existing and proposed uses and use mix,	
	There are currently 14 existing (within 2 buildings) units. These existing dwellings will be



Consideration	Comment
	demolished for the proposed development. The proposed uses are a GP clinic, pharmacy, radiology, pathology, medical suites (and associated services and amenities), SDA apartments (7) and a retail tenancy.
(iii) heritage issues and streetscape constraints,	There are no heritage issues with the existing site or dwellings.
(iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	<p>This development is adding to and providing further support to the Central Coast Health District. The proximity of this development to the existing health infrastructure, will benefit the medical professionals and visitors due to the variety of treatments/specialists currently available within the same area.</p> <p>The residents of the SDA units will greatly benefit from the proximity of existing facilities.</p> <p>The uses on the ground floor (retail, GP, clinic, pharmacy, radiology and pathology) will activate the street frontage of Showground Road. Seating areas, garden beds and street trees have been provided to the 'verandah' (ground floor). Stairs and a ramp provide great connection to the 'verandah'. The awning above the 'verandah' has been stepped to retain a human scale of the building and help the awning transition up to the scale of the entry awning. These items provide a softened edge for the Showground Road frontage.</p> <p>The setback to the rear boundary is 4m. Due to the existing site, significant retaining will be required for the Western edge to allow sunlight to filter down to the ground floor. This proposal won't cause any significant overshadowing to the West, due to the contours of the natural ground.</p>



Consideration	Comment
	<p>The building has been articulated on the North & Southern elevations with a slight angle. The window arrangement and cladding paint colours for Levels 1-4 (on the West & South elevations), creates visual interest and provides natural sunlight for each level without the need of placing a curtain wall in. The benefits of not having a curtain wall on the West will keep the building cooler and create minimal reflection. The benefit of not having a curtain wall on the South will reduce the amount of over-viewing between the neighbour and proposed development.</p> <p>Several techniques have been utilised in responding to solar gain. These include vertical fins adjacent to window openings, natural vegetation growing up aluminium battens and slab projections.</p> <p>Along with the abovementioned techniques, the Northern façade an outdoor terrace on level 4.</p> <p>The Eastern elevation (Showground Road) aims to be as visible and inviting for residents and visitors to the development. Whilst utilizing slab projections and expressed structure, the curtain wall glazing has an 1800mm opaque section between each level for privacy and the reduction of solar heat gain. Due to the volume of glazing, the glass will be tinted for privacy.</p> <p>On the Western façade aluminium battens are screening windows and balconies on Level 5 (SDA apartments) to reduce solar heat gain and provide privacy for residents.</p> <p>To highlight the pedestrian entrance to the building (North-Eastern corner on Showground Road) the following has been provided; a high-level garden bed provided and aluminium battens wrapping around this corner with natural</p>



Consideration	Comment
	<p>vegetation climbing up it. This will provide visual interest and wayfinding for visitors. Stairs have been provided at the southern end of the 'verandah' to increase access between the footpath and ground floor tenancies.</p>
(v) bulk, massing and modulation of buildings,	<p>As illustrated in the renders, the proposed development compliments the existing rhythm of the street (Showground Road). The street setback, mass and height of the existing multi-level carpark have been replicated in the proposed development. The drop-off/pick-up area (of the existing multi-level carpark) provides relief to Showground Road between these two buildings. To continue the repetition of building and relief, the South-Eastern corner of the proposed development has been stepped back from the street frontage. This step in the street elevation also acknowledges the transition along Showground Road where the current typology returns to residential.</p> <p>To remain considerate to the street wall height, the SDA apartments (Level 5) have been positioned along the Western edge/boundary. Each apartment is provided with an outdoor seating area that overlooks the courtyard. The courtyard (for SDA residents) has a range of gardens, seating areas (covered and uncovered), Astro turf areas and a BBQ area.</p>
(vi) street frontage heights,	<p>The street frontage height is comparable to that of the adjoining hospital car park to the north.</p>
(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,	<p>Due to the contours, overshadowing will occur to the adjacent lot to the South. Shadow diagrams have been developed to illustrate the amount of shadowing (caused by the proposed development) at various times of the year.</p>



Consideration	Comment
	<p>A significant amount of vegetation has been provided to the Showground Road frontage. Vertical vegetation has been provided to the North-Eastern corner. Significant vegetation has been provided to Level 5 (SDA units) for their recreational space. Due to the contours, this will provide a great amenity and outlook for adjacent buildings to the North-West. Vegetation on and around the building will assist in sun-shading and softening the building.</p> <p>In the demolition of the existing dwellings, any building materials that can, should be recycled.</p> <p>(Item 4e iv) has provided further information on sun shading and articulation of building mass.</p>
(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,	<p>The primary objective for this proposal was to increase the pedestrian connection and minimise the vehicular footprint along the Showground Road frontage. A significant driver of pedestrian movement on the ground floor will be for the retail space and building foyer. These have been located on the North-Eastern corner of the site due to the connection with the generous footpath of the drop-off/prick-up area (for the carpark) to the North of the site. This footpath leads to the lift foyer for the multi-level carpark which is the critical connection to the Gosford Hospital.</p> <p>Cycle – short term bicycle parking (visitors) will be provided on the ground floor. Long term bicycle parking and end-of-trip facilities are provided on Basement 01.</p> <p>Vehicles – Cars, motorcycles, service vehicles & ambulances will all utilize the one crossover at the Southern corner of Showground Road. The crossover has been positioned here to create the maximise the distance between the existing crossover (for the Hospital carpark), and the</p>



Consideration	Comment
	pedestrian crossing on the northern part of the site
(x) the impact on, and any proposed improvements to, the public domain.	There will be no negative impacts to the public domain as a result of the development. The building will interface positively with the street through its design and proposed landscaping solution which in turn will enhance the public domain.

Exceptions to height and floor space in zones B3, B4 and B6

Clause 5.46(2) is relevant and is set out as follows:

- “(2) Development consent may be granted to development on land to which this clause applies that results in a building with a floor space ratio that exceeds the floor space ratio shown for the land on the [Floor Space Ratio Map](#) if—*
- (a) the site area of the development is less than 2,800 square metres or the building has a street frontage of 36 metres or less, and*
 - (b) the floor space ratio does not exceed the ratio calculated in accordance with $2 + (X \times 0.02):1$, where X is the percentage of the gross floor area of the building that is used for a purpose other than residential purposes.”*

The site has an area of 2437m². The proposed FSR is 3.16:1 which complies. Floor space ratio is discussed further under 5.1.9.3 above.

Clause 8.4(3) is relevant and is set out as follows:

- “(3) Development consent may be granted to development on land to which this clause applies that results in a building with a height that exceeds the maximum height shown for the land on the [Height of Buildings Map](#), by an amount to be determined by the consent authority, if—*
- (a) the site area of the development is at least 2,800 square metres but less than 5,600 square metres, or the building will have a street frontage of at least 36 metres, and*
 - (b) a design review panel reviews the development, and*



- (c) *the consent authority takes into account the findings of the design review panel, and*
- (d) *the consent authority is satisfied with the amount of floor space that will be provided for the purposes of commercial premises, and*
- (e) *the consent authority is satisfied that the building meets or exceeds minimum building sustainability and environmental performance standards.”*

The site has a frontage to Showground Road of 60.35m.

The proposed development has been to the City of Gosford Design Advisory Panel (GDAP) three times and has achieved design excellence. The proposed FSR complies with the permitted maximum and the building achieves a high level of sustainability and environmental performance.

Car parking in zones B3 and B4

Clause 5.47 sets car parking rates in the B3 and B4 zones for commercial activities and retail premises. In this clause commercial activity in relation to the use of a building means:

“The use of the building for the purposes of office premises, business premises, hotel or motel accommodation (but not hotel or motel accommodation that is subdivided under a strata scheme), food and drink premises or other like uses or a combination of such uses.”

2 car spaces will be allocated to the ground floor retail component (82m²). The proposed 6978m² of medical GFA in the building falls outside the definition of both commercial activity and retail premises. Car parking is discussed further under Gosford City Centre Development Control Plan consideration below.

5.1.1 Section 4.15(a)(ii) Draft Environmental Planning Instruments

There are no draft Environmental Planning Instruments which apply to the site.

5.1.2 Section 4.15(a)(iii) Development Control Plans

5.1.2.1 Gosford City Centre Development Control Plan 2018

The Gosford City Centre Development Control Plan 2018 (DCP) supports the objectives identified in Chapter 5 of State Environmental Planning Policy (Precincts - Regional) 2021. The purpose of the DCP is to provide development controls for quality development and sound environmental outcomes within Gosford City Centre. The DCP also provides desired future



character statements that will inform the design excellence process and determination of applications.

The site is in the City North character area. The objectives of the City North character area are to (our **emphasis**):

- ***Promote health and education uses to support the creation of an innovation precinct;***
- *Connect the hospital to the city with improved active transport connections;*
- *Improve permeability and provide new pedestrian links across the rail corridor;*
- *Increase public open space, to provide green relief, connect with the surrounding bushland, and provide a sense of identity for the north;*
- *Provide a range of housing types to support a diverse and varied population, including key workers, students, young professionals and aged care.*

The proposed development is consistent with and helps achieve the above objectives. It will promote and reinforce the existing health precinct and contribute to a sense of identity for the north. It will also contribute to a diverse range of housing types and provide specialist disability accommodation close to existing services.

Views and Vistas

Part 4.4 of Gosford DCP sets out the following objectives in relation to views and vistas:

- *Enhance Gosford's unique identity and sense of place that is created by the current significant views and vistas, particularly those identified in Figure 4;*
- *Protect Gosford's character of visual openness with the surrounding landscape;*
- *Maintain and enhance significant view corridors from public spaces and streets to Brisbane Water and the identified view corridors which afford views of the ridgelines of Rumbalara Reserve and Presidents Hill;*
- *Open up new significant views, where possible.*

The key vistas identified around the site are shown in Figure 10 below.

The proposed development does not detrimentally affect existing views and vistas within Gosford, including long distance views to surrounding bushland or water.



Figure 10: Views and Vistas, the DCP

Built Form

The built form provisions set out the preferred building typologies across affected zones.

The table below sets out how the proposal complies with the relevant controls:

Compliance with Gosford City Centre DCP 2018

DCP Section	Complies	Comments
4.1 Pedestrian network	Yes	The proposal is consistent with the pedestrian priorities identified for around the site. The main area noted for enhancement is the public space opposite the site adjoining the railway line.
4.2 Public open space	Yes	As noted above, the proposal is consistent with the public open space priorities identified around the site.
4.3 Solar access to key public spaces	Yes	The proposal does not overshadow any nominated open spaces.



DCP Section	Complies	Comments
4.4 Views and vistas	Yes	No significant views are affected by the proposal.
5.2.1 and 5.2.2 Minimum front setback – 3-4m at ground level, 6-14m street wall height – Figure 8 of DCP	Partial	Minimum 3.6m at ground floor level Minimum 3.6m, Levels 1-4 Minimum 6m to edge of balcony – Level 5
Minimum side setbacks - 3m up to street wall, 6m above street wall - refer Figure 8 of DCP	Generally Complies	2.67m-3m on northern side, 4.8m - Ground floor level on southern side 3.5m – 4.5m – levels 1-4 on southern side 4m-4.5m – level 5 on southern side Rear setback – 4m
5.2.2 Street wall heights and upper podium	Generally Complies	
5.2.3 Active street frontage and street address	Yes	The design activates the street, offering direct pedestrian access off the primary street frontage, enhances the public domain and promotes safety and casual surveillance
5.2.4 Building setbacks and separation	Generally Complies	Building setbacks and separation generally comply with Figure 8 in the DCP to maintain Gosford's character of visual openness and provide good amenity for building occupants including daylight, outlook, visual privacy, acoustic amenity, ventilation, wind mitigation and view sharing.
5.2.5 Slender tower with high amenity	Yes	Floorplates are sized at approximately 1500m ² (levels 1-4) to achieve high amenity for the public domain and allow for view sharing and view corridors.
5.2.6 Fine grain frontages 40m maximum continuous street frontage length of an individual podium	Yes	Podium form has been articulated into smaller elements at a scale or grain that responds to the human scale.
5.2.7 Awnings	N/A	No awning has been proposed to the Showground Road frontage.



DCP Section	Complies	Comments
5.2.8 Building sustainability and environmental performance	Yes	Sustainability has been achieved through the design and orientation of the building, materials to be used and landscaping. A BASIX certificate is included at Appendix I.
5.2.9 Above ground parking Car parking is to be provided underground	Yes	Car parking is proposed at basement level.
5.2.11 Internal amenity For commercial office uses, all areas should be within 10m of a source of daylight.	Yes	The proposal includes window openings to floor plates including internal corridors to ensure good levels of internal amenity.
5.2.12 Building services and the streetscape Services to be integrated into building design	Yes	The ground floor includes integrated service areas such as fire pump room, transformer. ambulance bays and refuse room. Building services do not intrude on the public domain.
5.2.13 Landscape design	Yes	Landscape plans are provided which are integrated into the overall design – refer Appendix C.
5.2.14 Site cover and deep soil zones Site cover 75% Must have a deep soil area		The proposed development has a site coverage of approximately 70%, allowing for substantial opportunities for soft landscaping.
5.2.15 Front Fences To clearly define the interface between the public and private domain.	N/A	No front fences are proposed.
5.2.16 Safety and Security To ensure developments are safe and secure for pedestrians.	Yes	The proposal incorporates Crime Prevention through Environmental Design principles by increasing activation and passive surveillance along Showground Road. The entry lobby provides a strong visual connection with the street.



DCP Section	Complies	Comments
<p>5.2.17 Building Exteriors</p> <p>Contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes.</p>	Yes	<p>A Design Excellence Statement has been prepared by Elevation Architecture in support of the proposed development – refer Appendix B. Following an analysis of the Gosford Health District and greater Gosford Context, architectural styles and materials have been integrated into the proposal. The design Excellence Statement details matters such as the design intent as well as materials to be used, building form and services.</p>
<p>7.2 Pedestrian Access and Mobility</p> <p>Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address.</p> <p>All development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.</p> <p>The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the <i>Disability Discrimination Act 1992</i> (as amended).</p>	Yes	<p>Building entry is clearly visible, offering direct pedestrian access off the primary street frontage. As part of the design excellence process the entry lobby width has been increased and building entry reconfigured to provide a stronger visual connection with the street.</p> <p>Stairs have also been provided at the southern end of the verandah to increase access between the footpath and ground floor tenancies.</p> <p>A continuous path of travel to the main entrance and building lobby/lift area is available off the footpath.</p> <p>6 car parking spaces for disabled persons are provided in the basement parking area. The SDA units and design of facilities for disabled persons will comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the <i>Disability Discrimination Act 1992</i> (as amended) – refer Access Report at Appendix T.</p>



DCP Section	Complies	Comments
<p>7.3 Vehicular Driveways and Manoeuvring areas</p> <p>Driveways should be:</p> <p>a. provided from lanes and secondary streets rather than the primary street, wherever practical,</p> <p>b. located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees,</p> <p>c. located a minimum of 6 metres from the perpendicular of any intersection of any two roads, and</p> <p>d. if adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary.</p>	Yes	<p>The site only has frontage to Showground Road so it is not possible to provide driveway access from a secondary street.</p> <p>The proposed driveway is located at the lower end of the Showground Road frontage close to the south eastern corner of the site, away from the existing pedestrian crossing, but sufficiently far enough away from the southern boundary (4.8m).</p> <p>There are sufficient manoeuvring areas within the site to enable vehicles to enter and exit in a forward direction - refer Traffic Impact Assessment and vehicle turning paths at Appendix J.</p>
<p>7.4 On-Site Parking</p> <p>Housing for seniors and persons with a disability – 0.5 spaces per dwelling</p> <p>Commercial and retail – 1 space per 75m²</p> <p>Medical Centre - 3 spaces/surgery or consulting room, plus 1 space for each professional practitioner and other staff present at any one time</p>		<p>224 basement parking spaces are proposed including 6 accessible spaces and two van spaces. Parking is envisaged to be allocated as follows given the uses within the building:</p> <p>Ground floor commercial – 2 spaces;</p> <p>7 SDA units – 7 spaces</p> <p>Medical Centre – 215 based on a GFA of 6966m² or 1 space per 32.4m² of GFA.</p> <p>A Traffic and Parking Assessment prepared in support of the proposed development by Northern Transport Planning is provided at Appendix J. Vehicle turning paths are provided at Appendix J.</p> <p>Overall it is considered that adequate parking is provided taking into account the location of the proposed development in close proximity to Gosford Station and local</p>



DCP Section	Complies	Comments
		bus routes, and the proposed mix of uses within the building which is comparable to other similar CHP Developments.
7.5 Site Facilities and Services All development is to accommodate waste handling and storage on site.	Yes	Suitable waste management facilities are provided at ground floor level. A waste management plan has been prepared in support of the proposed development – refer Appendix N .
8.2 Energy Efficiency and Conservation	Yes	<p>The building footprint, facade design and materials to be used have been amended during the design excellence process to achieve greater energy efficiency outcomes. Shadow diagrams provided with the architectural drawing set (Appendix A) demonstrate that the additional height of the building will result in negligible additional overshadowing.</p> <p>A BASIX certificate (Appendix I) confirms that the residential component of the building meets the NSW Government's requirements for sustainability.</p>
8.3 Water Conservation	Yes	<p>The stormwater plans prepared in support of the proposed development – refer Appendix M demonstrate measures to harvest rainwater and reduce urban stormwater runoff.</p> <p>The proposed development has a site coverage of approximately 70%, allowing for substantial opportunities for soft landscaping to further reduce stormwater runoff.</p> <p>Where appropriate, the development will incorporate initiatives to reduce wastewater discharge and reuse wastewater.</p>



DCP Section	Complies	Comments
8.4 Reflectivity	Yes	Materials to be used are contained in the Architectural Plans at Appendix A and include dark and light feature bricks, exposed feature concrete, aluminium battens and cladding, all chosen to suit local conditions, achieve greater energy efficiency and reduce reflectivity.
8.5 Wind Mitigation	Yes	The building is well spaced from other tower buildings and its location and design are not anticipated to cause discomfort and danger to pedestrians in terms of wind effects.
8.6 Waste and Recycling	Yes	Suitable waste management facilities are provided at ground floor level. A waste management plan has been prepared in support of the proposed development – refer Appendix N .
8.7 Noise and Vibration	Yes	An acoustic report prepared by RCA Australia in support of the proposed development is provided at Appendix L . The report considers construction noise, transport noise from Showground Road and the rail line, as well as nearby rooftop mechanical plant and the Gosford Hospital car park, and, to achieve noise reductions, recommends measures to the facades of the proposed building in accordance with the noise treatment construction categories set out in Appendix C of the Department of Planning document <i>Development Near Rail Corridors and Busy Roads - Interim Guidelines</i> .
9.1 Housing Choice and Mix Provide a mix of dwelling types	Yes	7 SDA units (5 x 2 bedroom and 2 x 1 bedroom) are provided.



DCP Section	Complies	Comments
9.2 Storage	Yes	Storage is available at basement level.

5.2 Section 4.15(a)(iiia) Planning Agreements

There are no planning agreements relevant to the site.

5.3 Section 4.15(a)(iv) The Regulations

5.3.1 Clause 29 – How must a development application be made

Clause 29(1) of the Environmental Planning and Assessment Regulation 2021 (the Regulation) requires that a DA for a residential apartment building must be accompanied by a design verification statement from a qualified designer, which confirms:

“(a) that he or she designed, or directed the design, of the development, and

(b) provide an explanation that verifies how the development:

- i) addresses how the design quality principles are achieved, and*
- ii) demonstrates, in terms of the Apartment Design Guide, how the objectives in parts 3 and 4 of the guide have been achieved.”*

A Design Verification Statement as well as an Apartment Design Guide (ADG) compliance table prepared by Elevation Architects is provided at **Appendix B**.

5.3.2 Clause 92 – Demolition

All demolition work will be undertaken in accordance with the Regulations requiring the consent authority to consider AS 2601 - 1991: The Demolition of Structures.

5.4 Section 4.15(b) Other Impacts

Section 4.15 (1) (b) requires the consent authority to consider:

“(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.”

The relevant matters are addressed below:

5.4.1 Impacts on the Natural Environment

Trees and Landscaping



The proposed development has been considered in the context of the natural environment. The site is located in a wholly urban context and currently accommodates residential buildings and trees. The site is not located within or close to any mapped sensitive ecological areas. The proposed development will require the removal of all existing trees on the site. An Arborist report assessing the trees to be removed is included at **Appendix O**.

To offset the loss of trees, the proposed landscaping solution – refer **Appendix C** includes a range of planting types and creepers which structure the building's private and public spaces while creating green facades and softening its interface with the public domain and surrounding properties, particularly at street level.

At roof top level, the design of the landscaped area includes planting to soften the edge of the building fronting Showground Road, whilst configuring internal spaces and creating a natural setting for the enjoyment of future users.

Stormwater

Stormwater management includes a basement pump out tank such that post development peak flow rates will be equivalent to or less than comparable pre-developed flow rates- refer **Appendix M**. Proposed on site stormwater storage is consistent with Central Coast Council requirements.

Erosion and Sediment Control

An erosion and sediment control plan is included at **Appendix M** which details site access arrangements during construction, truck wash down areas, temporary pump out arrangements, stockpile areas and sediment catchment details.

It is anticipated that the above management and mitigation measures will limit the impact of the development on the natural environment.

Site Contamination

A contamination assessment is included at **Appendix V**. The contamination assessment concludes that there is no significant visible or analysed evidence that would preclude the development of the site for the purpose intended.

5.4.2 Impacts on the Built Environment

The proposal will result in a built form outcome which fits the built and natural context and is generally consistent with the objectives and development controls contained within relevant



environmental planning instruments and development control plans that apply to the site (see Sections 4 and 5). Impacts on the built environment are considered below:

Public Domain

The new building will make a wholly positive contribution to the public domain in Showground Road. At street level the building entry is clearly visible, offering direct pedestrian access off the primary street frontage and a strong visual connection with the street. A continuous path of travel to the main entrance and building lobby/lift area is available off the footpath, and stairs have been provided at the southern end of the verandah to increase access between the footpath and ground floor tenancies. Building services also do not intrude on the public domain. As part of the design excellence process, the entry lobby width was increased and building entry reconfigured to provide a stronger visual connection with the street and improve public safety.

Built Form, Architectural Style and Materials

Following an analysis of the Gosford Health District and greater Gosford Context, architectural styles and materials have been integrated into the proposed design to ensure the development reflects elements of the surrounding built context. During the design excellence process the number of façade types was also simplified to three to provide a consistent and cohesive aesthetic for the building and create visual interest. The design and finishes, along with the proposed integrated landscaping solution, which softens the interface of the building with the public domain and surrounding properties, particularly at street level, creates a high quality built form outcome which significantly improves the public domain in the locality.

Overshadowing

In terms of overshadowing, the proposal does not overshadow any nominated open spaces in the locality. The height non-compliance also results in negligible overshadowing impacts on adjoining properties to the south at the winter solstice - refer shadow diagrams at **Appendix A**.

Views and Vistas

The proposed development does not detrimentally affect existing views and vistas within Gosford, including long distance views to surrounding bushland or water.

Car Parking and Access

In terms of car parking and vehicle access, while it is not possible to provide driveway access from a secondary street, the proposed driveway is located at the lower end of the Showground Road frontage close to the south eastern corner of the site, away from the existing pedestrian



crossing, but sufficiently far enough away from the southern boundary (4.8m). All parking is below street level and there are sufficient manoeuvring areas within the site to enable vehicles to enter and exit in a forward direction.

Building Sustainability and Energy Efficiency

Building sustainability and energy efficiency have been achieved through the design and orientation of the building, materials to be used and landscaping. The building footprint, facade design and materials to be used were amended during the design excellence process to achieve greater energy efficiency outcomes. In particular, the building has been articulated on the North & Southern elevations with a slight angle. The window arrangement and cladding paint colours for Levels 1-4 (on the West & South elevations), creates visual interest and provides natural sunlight for each level without the need of placing a curtain wall. The benefits of not having a curtain wall on the West will keep the building cooler and create minimal reflection. The benefit of not having a curtain wall on the South will reduce the amount of over-viewing between the neighbour and proposed development.

During the design phase, several techniques were utilised to respond to solar gain, including vertical fins adjacent to window openings, natural vegetation growing up aluminium battens and slab projections.

A BASIX certificate (**Appendix I**) confirms that the residential component of the building meets the NSW Government's requirements for sustainability.

Heritage

In terms of heritage considerations, the site is not located in a conservation area and the nearest Heritage Items (being railway related infrastructure L47 and L48) in Schedule 9 of SEPP (Precincts Regional) 2021 are located south of the site on the opposite side of Showground Road towards Gosford station. The proposed development will have no impact on these items or their setting. As discussed above, it should be noted that the architectural styles and materials which have been integrated into the proposed design follow an analysis of the Gosford Health District and greater Gosford Context, to ensure the development reflects elements of the surrounding built context.

Waste Management

In terms of waste management, suitable waste management facilities are provided at ground floor level. A waste management plan has been prepared in support of the proposed development – refer **Appendix N**.



Visual Impact

A Visual Impact Assessment has been prepared by Terras Landscape Architects in support of the proposed development and is included at **Appendix P**. In summary, it is considered that the overall visual impact arising from the proposed development is low with the exception of immediate-proximity views to be low/moderate, with the incorporation of the landscaping as a key design consideration making a positive contribution to the amenity of the site. The design and finishes, along with the proposed integrated landscaping solution, creates a high quality built form outcome which significantly improves the public domain in the locality.

Utilities

A Utilities Report prepared by Acor in support of the proposed development is included at **Appendix R**. The new development is well located in relation to existing infrastructure such as water and sewer, stormwater, electricity and internet.

Construction Impact

A Site Demolition Plan is included at **Appendix S**. A Site Excavation Plan is included at **Appendix U**. A Construction Traffic Management Plan is included at **Appendix Q**. Construction access will be off Showground Road and it is anticipated that a construction management plan will be prepared for approval as part of the Construction Certificate stage.

An Acoustic Report is included at **Appendix L**. The Acoustic Report recommends that an updated Construction Noise and Vibration Management Plan (CNVMP) be prepared at the Construction Certificate stage for this project, based on the proposed construction methodologies and plant.

For the reasons outlined above, it is considered that the proposed development will have a positive overall impact on the existing built form and the character of the locality. Negative impacts are limited to the construction phase and can be mitigated via appropriate construction management measures and conditions of consent.

5.4.3 Social and Economic Impacts

The proposal results in a number of key positive social and economic impacts including:

- Promoting the social and economic welfare of the community by providing a significant health care facility and associated specialist disability housing which will improve accessibility for the community to health services and reinforce the existing established health care precinct in Gosford;



- Creating employment opportunities for people in the local community during the construction phase and operation of the development;
- Reinforcing community cohesion and sense of place.

Negative social impacts would likely include:

- Short term impacts related to construction noise and visual impacts;
- Increase in traffic along Showground Road and in and around the site.

The project does not pose any risk to human health, or none that cannot be remediated. Further, it is not anticipated that the proposed development would result in an increase in demand for community infrastructure and services that could not otherwise be satisfied by existing services in and around Central Gosford. The site is well located in relation to opportunities provided within Central Gosford and the existing health precinct, and future users of the building would reinforce the vitality of the commercial precinct. The building would also be well connected to regional transport links, ensuring a wider community benefit in terms of the services it will provide.

5.4.4 Section 4.15(c) Site Suitability

The site is located to the South-East of the Gosford Hospital and is situated within the Central Coast Health District. The site has a significant fall from the rear boundary to the Showground Road. Currently, Showground Road is under-activated due to the existing residential dwellings and multi-level carpark that services the Gosford Hospital/Central Coast Health District. The site is well-connected to public transport with the Gosford (train) station 200m south. To assist in reducing the growing need for Specialist Disability Accommodation (SDA) to be supplied in Gosford, 7 SDA units have been provided in this proposal.

5.5 Section 4.15(d) Submissions

Section 4.15(1)(d) requires the consent authority to consider:

“(d) any submissions made in accordance with this Act or the regulations”.

Any relevant representations will need to be considered by the Department in the determination of the development application.

5.6 Section 4.15(e) Public Interest

Section 4.15(1)(e) requires the consent authority to consider:

“(e) the public interest”.



The public interest is best served by the orderly and economic use of land for purposes permissible under the relevant planning regime and predominantly in accordance with the prevailing planning controls. The development is a permissible form of development and is therefore considered to be in the public interest.



6 CONCLUSION

This DA seeks consent to demolish existing structures at 60 and 62-64 Showground Road Gosford (Lots 1-4 on SP 20095 and Lots 1-6 on SP 20058) and erect a 6-storey building to be used as a multi-disciplinary health hub, including medical centre with ancillary ground floor retail and basement parking, and specialist disability accommodation (SDA) at roof top level.

The proposed development was the subject of pre-DA meetings with Department of Planning and Environment (DPE) Officers on 21 July 2021 and the City of Gosford Design Advisory Panel (GDAP) three times (13 October 2021, 8 December 2021 and 16 February 2022), and has now achieved design excellence.

The proposed development represents a considered response to the opportunities and constraints presented by the site, its context and setting, and will help achieve a number of key actions set out in the Central Coast Regional Plan 2036, including placing a high-quality health care facility including disability housing, which achieves design excellence, into a location which will reinforce the existing established health care precinct in Gosford.

The proposal satisfies a number of key objects set out in the EP&A Act including promoting the social and economic welfare of the community, promoting a high standard of environmental performance, incorporating the principles of ecologically sustainable development, contributing positively to the amenity of the built environment and promoting the orderly and economic use and development of land. The proposal will also result in the creation of additional employment in Gosford during the construction phase and operation of the development.

It comprises a permissible form of development that predominantly complies with all the provisions of the relevant environmental planning instruments, as well as the provisions of Gosford Development Control Plan.

The proposal is reasonable and appropriate when considered under the relevant heads of consideration in Section 4.15 of the *Environmental Planning and Assessment Act, 1979*, and is worthy of favourable consideration.