Appendix 7

Other relevant matters

1. Context

Location, zoning of the site and representation of surrounding uses

The site is located on the northern side of Johns Rd, close to the point of transition between Johns Rd into Murrawal Rd, and approximately 830m east of Orchid Way.

Land adjacent to the west was recently rezoned part R2 residential & part E2 in August 2018 as part of Wyong LEP Amendment No. 30 This land forms an eastern extension of the established Wadalba urban precinct. This adjacent site has a DA lodged for a 56 lot residential subdivision.

The site is located within *Precinct 3B* of the *North Wyong Shire Structure Plan, 2012*. This Precinct is identified as predominately future residential (including the subject land), with some employment land in the north-east corner of the Precinct 3A. Scheduled release for this land under the 2012 Plan is 'medium term'.

The subject land and surrounds is currently characterised by rural-residential/large lot residential lifestyle allotments.

The site has a total area of approximately 10.705ha, of which the total area is zoned RU6 Transition, under the Wyong Local Environmental Plan 2013 (WLEP 2013). Importantly, the site <u>adjoins</u> land zoned residential R2 Low Density Residential along its western boundary.

An aerial image and zone plan have been provided earlier in this report.

The area is serviced with a variety of retail and commercial opportunities, including;

Name	Distance (km)	Distance (Car – approx. time)	Services
Wadalba Shopping Village	2.0	3mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Kanwal shopping village	3.7	6mins	Variety of speciality shops
Lake Haven Shopping Centre	5.8	10 mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Wyong Plazza	6.2	10 mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Within a 7km radius of t - each containing a va			f Tuggerah, Gorokan & Toukley

Other nearby facilities include Wyong Public Hospital, a large Rugby League Club with sporting facilities and schools.

Improvements over the three parcels include 3 residences and a number of sheds. The land has been used for limited grazing/keep of horses etc.

The site is partially cleared with scattered trees and denser vegetation towards towards the rear (north) boundary. Lots 1 & 1168 contain small farm dams.

Figure 6 below provides an overview of the site in context to the broader locality.



Figure 6: Location Plan

Description of surrounding environments

Built form

The subject site is surrounded by rural residential development, with single dwellings, scattered outbuildings and partly cleared land with occasional shade trees.

Approximately 300m to the west is residential development predominately comprising single and two storey detached dwellings.

Potential land use conflicts

The site is located within an area identified for future urban development, and is in proximity to a number of existing and proposed aged care/seniors living developments.

There are no land-uses in the immediate area (such as poultry operations, heavy or potentially hazardous or offensive industries), which could be considered as a potential land use conflict.

<u>Natural environment</u> (including known significant environmental values and resources or hazards)

The northern and eastern portions of the site are vegetated and rise upwardards from the road boundary. The site contains 2 small farm dams. This triggers additional considerations in terms of potential environmental impacts, and also potential risks from bushfire.

The current design process has taken the above risks into consideration and has responded in the following ways;

- No clearing of the vegetation on northern portion of the site is proposed;
- An indicative Asset Protection Zoned of 60m has be provided from the edge of bushland;

Detailed bushfire risk, ecology, and geotechnical assessments will be undertaken in order to address & respond to the above matters as part of the development application process.

The natural elements of the site are described in greater detail within Appendix 5.

Access to services and facilities and access

Accessibility and interrelationship with the surrounding area – transport infrastructure and services, accessible pedestrian routes

The site is serviced by Central Coast Taxis and Busways bus service. There is a bus stop opposite the site on Johns Road. There is currently no pedestrian footpath linking the subject site to the bus stop listed above, however the developer intends on continuing the footpath from the site to the existing footpath on the adjoining property where the bus stop is located.

A copy of the local bus route map is provided in Figure 7 below and the associated timetable within Appendix 4. The frequency of service is consistent with the requirements of Cl. 43 of the SEPP.

Please note that the proponent intends to also provide a village bus service for the residents of the development.



Figure 7: Bus Route Map

Location and description of available shops, banks and other retail and commercial services, community services and recreational facilities, medical facilities

The area is serviced with a variety of retail and commercial opportunities, including;

Name	Distance (km)	Distance (Car – approx. time)	Services
Retail/Commercial			
Wadalba Shopping Village	2.0	3mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Kanwal shopping village	3.7	6mins	Variety of speciality shops
Lake Haven Shopping Centre	5.8	10 mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Wyong Plaza	6.2	10 mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Within a 7km radius of th	ne site also incluc	des the business o	f Tuggerah, Gorokan & Toukley
– each containing a vai	riety retail and co	ommercial	
Clubs (major)			

Wyong Leagues Club	6.2	7 mins	Offers restaurants, bars, weekly activities such as bingo, raffles, line dancing, inside bowls, darts and fitness classes.
Wyong Golf Club	3.8	5mins	Meals, bar, entertainment
Medical			
Wadalba	2.0	3mins	General practice
Wyong Hospital	2.6	4mion	The hospital offers a range of medical services including emergency department, coronary care, geriatric assessment, maintenance renal dialysis, oncology, psychiatric and rehabilitation units. In addition to the Public Hospital, a new 20 bed private hospital is proposed on the corner of Craigie Avenue and Pacific Highway Kanwal.

Lake Haven & Tuggerah Shopping Centres are located approximately 7km from the site. It offers many more facilities and services including:

- Aldi, Coles and Woolworths Supermarkets
- Medical Centre
- Several pharmacies, optometrists, and dental surgeries
- Post Office
- Various financial institutions
- Central Coast Council library and services

A variety of social services are located within 7km including Centrelink, Mission Australia DMS providing disability services and support.

Metro Cinemas is also located at Lake Haven next to the Lake Haven Shopping Centre and offers a Seniors Club for cheap movie tickets.

Open space and special use provisions (if relevant)

The development will be provided with landscaped grounds, a community centre. Full details will be provided with DA documentation.

Agricultural capability of the site and adjoining land if the proposal affects land not zoned primarily for urban purposes

The site has limited agricultural potential, given;

- It's fragmented ownership and current size of approximately 10.705ha;
- Proximity to surrounding urban development, and

• Nomination as future residential land within Precinct 3B of the North Wyong Shire Structure Plan, 2012.

Type, values and significance of native vegetation on site, if land is not located in an urban LGA or urban zone listed under Schedule of the Native Vegetation Act 2003

The development site consists of Forest vegetation to the north, north-east and west boundaries. Woodland (grassy) type vegetation to the eastern boundaries, Remnant Forest to the south-eastern boundary and Forested Wetland to the south-west.

The development has been designed so as not to impact on this vegetation, with a 60m bushfire Asset Protection Zoned (see Figure 6) provided between the vegetation and future buildings.



Figure 8 – Asset Protection Zone (APZ) Management (Source: Kleinfelder)

Any future development application will be assessed against the relevant provisions of the Biodiversity Conservation Act 2016.

Site description – natural elements of the site

Soils and Topography

The subject site is located in the low coastal hills of Wyong (Uren, 1980). The low elevation ridgeline areas of Wadalba, where the subject site is located, is an 'island' of Patonga Claystone surrounded by Quaternary Alluvial deposits. The very highest components of the Wadalba ridge system are isolated remnant caps of the otherwise eroded Terrigal Formation. These strata are components of the middle and upper Clifton sub-group.

The southern section, fronting Johns Road, is relatively flat, gently rising to the north from an approximate level of 7m AHD, to a high point of approximately 40m AHD. Development is planned up to approximately 26m AHD.

Drainage and Riparian Areas

Excepting for 2 small farm dams, with localised drainage controls, the site is free from any mapped 'watercourse' or riparian corridors.

The site is not mapped as Coastal Environment Area, under SEPP (Coastal Management) 2018 as shown earlier in this report at Cl. 1.5

The site does not include a wetland management area mapped in Wyong DCP 2013 – Chapter 3.10.

3. Strategic Justification

Relationship with regional and local strategies

The site is located within *Precinct 3B* of the *North Wyong Shire Structure Plan, 2012*. This Precinct is identified as predominately future residential (including the subject land), with some employment land in the north-east corner of the Precinct 3A. Scheduled release for this land under the 2012 Plan is 'medium term'.

In October 2016 the NSW Government release the Central Coast Regional Plan 2036. This document provides a 20 year blueprint for the future, and includes broad Goals, Directions and Actions considered necessary to balance an expected population growth of approximately 75,000 new residents, taking the Regional population to 415,000 by 2036, whilst ensuring the environment, social and community services are adequately maintained and provided for this growing population.

Precinct 3B of the NWSSP, 2012, remains one of the key Urban Release Areas of the Plan and forms part of the Northern Growth Corridor, reproduced in Figure 8 below.



Figure 8: Northern Growth Corridor, Central Coast Regional Plan 2036

In terms of demographics and future housing needs, the CCRP 2036 identified that approximately 55% of the growth will be people aged 65 years and older. Figure 9 below is an extract of the 2013-2036 Population Pyramid from the Plan.



Figure 9: 2013-2036 Population Pyramid from the Plan, Central Coast Regional Plan 2036

The Plan recognises that housing needs will change with this growing and aging propulation and more studio, one and two bedroom dwellings will be required to meet changing demand.

This proposal is entirely consisent with both the North Wyong Shire Structure Plan, 2012 and Central Coast Regional Plan 2036.

Public interest reasons for applying for seniors housing in this locality

The locality is a desirable location for the establishment of a seniors housing development for a number of reasons, including:

- Favourable topography, being generally flat to mild slopes allowing for easy access within the development(s) and required under design standards applicable for this form of development;
- A zoning of RU6, being land not zoned as environmentally sensitive land as listed within Schedule 1 of the SEPP;
- Proximity to retail, commercial, medical and other essential services;
- Proximity to essential infrastructure such as reticulated water, sewer, electricity etc.
- Centrally located to an aging population;

Pre - Lodgement Consultation with Council and Infrastructure / Service Providers

The proponent has discussed this proposal with council's planners A copy of the minutes are provided as **Appendix 6**.

C3 ADDITIONAL COMMENTS

From the preceding report, it has been demonstrated that the site is suitable for a seniors housing development given that it is located immediately adjacent to land zoned primarily for urban purposes. The site also exhibits few physical constraints that would preclude the development from being undertaken.

Additionally, the site can be serviced by all necessary infrastructure and is located in close proximity to a range of essential support services.

On this basis, the Director–General is requested to issue a Site Compatibility Certificate for the proposed seniors housing development.



REQUEST FOR INFORMATION 16TH JANUARY 2019

Chris Smith

From:	Christopher Ross <christopher.ross@planning.nsw.gov.au> on behalf of DPE PSVC Central Coast Mailbox <centralcoast@planning.nsw.gov.au></centralcoast@planning.nsw.gov.au></christopher.ross@planning.nsw.gov.au>
Sent:	Wednesday, 16 January 2019 3:30 PM
То:	Chris Smith
Subject:	Information request regarding SCC application for 125-135 Johns Road and 95 Murrawal Rd, Wadalba

Dear Chris

In relation to the application for a Site Compatibility Certificate (SCC) for 125-135 Johns Road and 95 Murrawal Rd, Wadalba, please note that the following information is required to be revised and/or supplied in order for the application to proceed:

- Clarification of dwelling numbers and locations. The site plan provided within appendix 3 shows approximately 56 "over and under" buildings that would be located within the 60m APZ as shown in Figure 8 of appendix 7. This equates to approximately 112 dwellings that may not be permitted on site.
- Indicative floorplans of town house concept 3 and 4 are not provided, and are required.
- A site section indicating NGL and proposed excavation required to locate the under and over type development is required.
- An indicative FSR for the site and HOB of structures is required.
- There are flood issues present on site that would also cut egress in both directions from the site in peak events. These issues are to be noted and mitigation measures discussed.
- The cumulative impact study is limited and does not address the existing capacity of services and infrastructure and the future demand generated by the other SCC developments in the vicinity. It refers only to the rezoning of the WELOG site. No evidence-based studies or similar are offered in support of the cumulative impact study. As a guide, the following should be included.
 - Water and reticulated sewers how these work, where they connect, what indicative costs are involved, what staging is proposed.
 - Public transport what additional services could be provided, would additional stops be required.
 - Road infrastructure and traffic can the existing roads take the additional demand generated, what upgrades are required, how these upgrades could be facilitated.
 - Proposed financial arrangements or works in kind for services and infrastructure provision if required have discussions been undertaken with Council regarding the provision of infrastructure.

The cumulative impact statement provided offers an inadequate assessment of the impacts and relies wholly upon works to be undertaken by the developers of WELOG to cater for any and all impacts created by this development. There is no indication that the studies undertaken by the developers of WELOG took into account any additional demand from the subject site.

- The application states the proponent has discussed this proposal with Council's planners and minutes are provided in Appendix 6. There are no minutes provided.
- Gradient unknown for footpath movements within the development. (clause 26 of SEPP Seniors)

The abovementioned is not exhaustive, and it is recommended that the package be reviewed for adequacy prior to resubmission. Please submit the required documentation in order to proceed.

Best regards

Claire Swan

Acting Team Leader | Central Coast Planning and Coordination Department of Planning and Environment T: 02 4904 2714 F: 4904 2701 E: claire.swan@planning.nsw.gov.au





RESPONSE DATED 28TH FEBRUARY 2019



190528P CS/BM

28th February 2019

Regional Manager Department of Planning & Environment PO Box 1148 GOSFORD NSW 2250

Attention: Glenn Hornal

Dear Glenn,

RE: RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION SITE COMPATIBILITY CERTIFICATE – 125-135 JOHNS ROAD AND 95 MURRAWAL ROAD, WADALBA

We refer to your email dated 16th January 2019 and hereby provide the following point by point response:

 Clarification of dwelling numbers and locations. The site plan provided within appendix 3 shows approximately 56 "over and under" buildings that would be located within the 60m APZ as shown in Figure 8 of appendix 7. This equates to approximately 112 dwellings that may not be permitted on site.

Response: As illustrated within the updated site plan provided within **Attachment 1**; a total of 74 structures consisting of 202 dwellings are proposed. Of these; 16 structures consisting of 44 dwellings are proposed within the 60m APZ along the western boundary of the site.

As illustrated on **Sheet 3** of the updated plans, a 58 lot subdivision is proposed and currently under assessment with Council for the neighbouring property to the west (DA1419/2017). Once the forest vegetation on the property to the west is removed as part of this subdivision, the bushfire threat to the subject development and the requirement for a 60m APZ to the west will be removed. An easement for APZ cannot be applied to the neighbouring property to the west at present, as the property is currently under negotiation for purchase.

ADW JOHNSON PTY LIMITED

ABN 62 129 445 398

Sydney

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Central Coast

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coast@adwjohnson.com.au

hunter@adwjohnson.com.au

www.adwjohnson.com.au



The proponent of the subject site/SCC application understands that development upon the western portion of the subject land currently identified as 60m APZ cannot occur at this point in time. It is therefore requested that the SCC be issued with a condition that development of this western portion is deferred until such time that an easement for APZ is established or the bushfire threat removed as a result of the clearing/development of the neighbouring property.

A copy of the Bushfire Assessment Report is provided as Attachment 2.

 Indicative floorplans of town house concept 3 and 4 are not provided, and are required.

Response: As illustrated within the updated plans provided as **Attachment 1**; the structures proposed include Villa Type 1 and 2, Up and Down Townhouse Type 1 and 2, and Two (2) Storey Multi Residential. Floor plans for each of these structures are provided on **sheets 5**, 6 and 7.

• A site section indicating NGL and proposed excavation required to locate the under and over type development is required.

Response: Site sections have been included within the Site Earthwork and Access Plan, on **sheet 2** of the updated plans provided as **Attachment 1.**

• An indicative FSR for the site and HOB of structures is required.

Response: A FSR of 0.36:1 is proposed, as illustrated within the Site Calculations table on **Sheet 1** of the updated plans provided as **Attachment 1**. The site sections, illustrated on **Sheet 2** of the updated plans, provide the following heights for each structure:

- o Villas = 5.25m;
- Up & Down Townhouses = 5.992m;
- Multi Residential = 7.935m.

• There are flood issues present on site that would also cut egress in both directions from the site in peak events. These issues are to be noted and mitigation measures discussed.

Response: Preliminary flooding advice has been prepared and is provided as **Attachment 3**. The proposed development can easily comply with minimum habitable floor level requirements (typically 0.5m above the 1 % AEP rainfall event). Access to the development along Johns Road will be unavailable only during large, high intensity storm events as is currently the case.

Emergency access to and from the site is available to the east where the flooding egress road has been proposed and intersects Murrawal Road at around RL 12.0.



Road levels and culvert sizing of the flood egress road can be undertaken to cater for the 1% AEP with appropriate blockage factors and freeboard applied.

• The cumulative impact study is limited and does not address the existing capacity of services and infrastructure and the future demand generated by the other SCC developments in the vicinity. It refers only to the rezoning of the WELOG site. No evidence-based studies or similar are offered in support of the cumulative impact study. As a guide, the following should be included.

- Water and reticulated sewers how these work, where they connect, what indicative costs are involved, what staging is proposed.
- Public transport what additional services could be provided, would additional stops be required.
- Road infrastructure and traffic can the existing roads take the additional demand generated, what upgrades are required, how these upgrades could be facilitated.
- Proposed financial arrangements or works in kind for services and infrastructure provision if required – have discussions been undertaken with council regarding the provision of infrastructure.

Response: Further consideration has been given to the cumulative impacts, assessing the capacity of existing services and infrastructure, and future demand generated by other development in the vicinity. An aerial image identifying the subject site and other developments within the area is provided as **Attachment 4.** The following is provided in support of the cumulative impacts study:

- Preliminary water and wastewater servicing advice has been prepared and is provided as Attachment 5. This advice is based upon Council servicing advice as well as the Water and Wastewater Servicing Strategy Revision D completed by ADW Johnson November 2017 for WELOG. In summary; the proposed development is able to be serviced from a water and wastewater perspective, and will not have a cumulative impact on the proposed surrounding developments.
- Suitable public transport services are already available with a bus stop located directly in front of the subject site (Service 81). Bus routes and times have been provided for this stop as Attachment 6. No additional stops or services are deemed to be required.
- Preliminary traffic advice has been prepared and is provided as
 Attachment 7. This advice is based on traffic data and modelling previously conducted within the area as well as the traffic assessment completed by Intersect Traffic for WELOG.



In summary; the proposed development will not adversely impact on the local or state road network even considering the cumulative impacts of other developments in the area.

- Financial arrangements or Works in Kind agreements have not yet been discussed with Council. It is anticipated that these discussions will occur during the development application process as part of a Voluntary Planning Agreement, particularly given that Council is currently revising its many \$7.11 Development contribution plans.
- In addition to the above; it is also noted that Wyong Hospital Redevelopment (State Significant Development) is now on exhibition. This development – valued at \$144,898,125 – includes the construction of a new clinical services building, including emergency department, intensive care unit, medical imaging, acute medical unit and paediatric assessment unit and refurbishment of parts of the existing hospital building, to realign services roles. This development will result in the provision of additional key services being just 3.3km from the subject site.
- The application states the proponent has discussed this proposal with Council's planners and minutes are provided in Appendix 6. There are no minutes provided.

Response: As shown by the email from Council dated 28th July 2016 and provided as **Attachment 8**; the proponent attend a meeting with Council's Strategic Section Manager – Scott Duncan – on Monday 1st August 2016 to discuss the subject site and proposed development. However, no formal minutes for this meeting were recorded, and the reference to minutes being provided in Appendix 6 of the SCC was made in error.

Gradient unknown for footpath movements within the development. (clause 26 of SEPP Seniors)

Response: Clause 26 considers a suitable access pathway to have an overall average gradient of no more 1:14. As illustrated on the Site Layout Plan, Sheet 1 of the updated plans provided as Attachment 1; pedestrian ramps/pathways will been provided throughout the development at a grade of 1:14.

It should also be noted that Clause 26 particularly relates to access to services and/or there being a transport service available to residents within 400m of the site.

As the subject site falls outside the Greater Sydney (Greater Capital City Statistical Area), required services can be located at a distance greater than 400m from the site if there is a transport service available. A mini bus service will be provided as part of the proposed development, and will transport residents directly to and from all required facilities and services.



It is also noted that a public transport service (bus) is available to residents directly in front of the subject site (service 81). Bus routes and times have been provided for this stop as **Attachment 6**.

We trust that the additional information provided in and attached to this submission is satisfactory and allows Council to grant consent to the application. Should you wish to discuss the above matter further, please do not hesitate to contact me on 4305 4300 or email chriss@adwjohnson.com.au.

Yours faithfully,

Chris Smith Senior Town Planner ADW JOHNSON



Attachment 1

UPDATED PLAN SET



1 / 7 TOC 1901











VILLA TYPE 1 6 2

UP & DOWN TOWNHOUSE TYPE 1 & 2





10









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Attachment 2

BUSHFIRE ASSESSMENT REPORT



B Admin. Marine Resources PO BOX 832, Toronto NSW 2283 Phone 0421 251 899 www.dsenviro.com.au ABN: 29489020769

BUSHFIRE ASSESSMENT REPORT

DEVELOPMENT TYPE:

SECTION 100B INTEGRATED DEVELOPMENT IN BUSHFIRE PRONE AREAS BUSHFIRE PLANNING CONTRAINTS REPORT FOR FUTURE SFPP – AGED CARE FACILITY

LOCATION:

125 & 135 JOHNS ROAD & 95 MURRAWAL ROAD WADALBA. NSW 2259

CLIENT:

KLEINFELDER

DATE:

FEBRUARY 2017

Prepared For: Mr Dan Pedersen Kleinfelder

BUSHFIRE ASSESSMENT REPORT

125 & 135 Johns Road and 95 Murrawal Road, Wadalba, NSW

All Rights Reserved

This report was prepared for the sole use of the proponents, their agents and any regulatory agencies involved in the development application approval process. It should not be otherwise referenced without permission.

Please Note:

Due to the unpredictable nature of bushfires and of weather conditions at the time of a bushfire, this report cannot be taken as a guarantee that the recommended bushfire mitigation measures will protect the property from damage in every possible bushfire event. Ultimately, the onus is on the property owner to accept risks associated with development on the site in light of the identified bushfire threat.

Daniel Smith Environmental Consultant PO BOX 832, Toronto NSW 2283 Phone 0421 251 899 www.dsenviro.com.au

ABN: 29489020769

	PROPERTY & DEVELOPMENT DETAILS
Client Details:	Kleinfelder Australia – Mr. Dan Pedersen 95 Mitchell Road Cardiff, NSW 2285 ol: +61 2 4949 5200 ml: +61 (0) 427 337 783 fl: 1300 881 035
Property Address/s:	No. 125 & No. 135 Johns Road, Wadalba, N.S.W. 2259 & No. 95 Murrawal Road, Wadalba, N.S.W. 2259
Lot/DP:	Lot 1169 in D.P. 812203 (125 Johns Rd) Lot 1 in D.P. 373539 (135 Johns Rd) Lot 1168 in D.P. 812203 (95 Murrawal Rd)
Site Area:	Combined Site Area = 10.85 Hectares
LGA:	Central Coast Council (Wyong branch)
Land Use Zone:	The development site and adjoining land is zoned RU6 Transition under the Wyong LEP 2013.
FDI Region:	Greater Hunter
FDI Rating:	100
Bushfire Prone Land: VEGETATION CATEGORIES Vegetation Category 1 Vegetation Category 2 Buffer	YES With the second se
Assessment Date:	22 February 2017
Methodology:	 NSW Rural Fire Service (2006), Planning for Bushfire Protection (PBP 2006). Australian Standard AS3959-2009: Construction of Buildings in Bushfire-Prone Areas.
Development Type:	Bushfire constraints report for future integrated development Retirement Village/Seniors Living proposal requiring S100B approval from NSW Rural Fire Service.



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SITE ACCESS & SERVICES

Property Access:

Existing Public Road System:

Johns Road which transition to Murrawal Road is a 7m wide sealed 2-way Wyong Council managed public through road. The road surface is capable of carrying fully loaded firefighting vehicles (Category 1 fire tankers). The proposal would maintain existing public road access.



Plate 2. Johns Road



BUSH FIRE THREAT ASSESSMENT

VEGETATION ASSESSMENT

The development site is affected by Forest vegetation to the north, northeast and west boundaries, Woodland (Grassy) type vegetation to the eastern boundaries, Forest as remnant to the southeast boundary and Forested Wetland to the southwest. A Bushfire Assessment Figure illustrating results of the vegetation assessment is provided as Figure 5.

Vegetation Category	North	East	South	West
Vegetation with 140m radius of the development site as per Keith D (2004) &	Rainforest	Rainforest	Rainforest	Rainforest
Planning for Bushfire Protection 2006.	Remnant	Remnant	Remnant (SE)	Remnant
	Forests	Forests	Forests	Forests
	Woodland (Grassy)	Woodland (Grassy)	Woodland (Grassy)	Woodland (Grassy)
and the second second	Pine Plantation	Pine Plantation	Pine Plantation	Pine Plantation
	Tall Heath (Scrub)	Tall Heath (Scrub)	Tall Heath (Scrub)	Tall Heath (Scrub)
	Short Healh	Short Heath	Short Heath	Short Heath
	Wetlands (Freshwater)	Wetlands (Freshwater)	Wetlands (Freshwater)	Wellands (Freshwater)
	Forested Wetlands	Forested Wetlands	Forested Wetlands (SW)	Forested Wellands
	Semi-Arid (Woodland)	Semi-Arid (Woodland)	Semi-Arid (Woodland)	Semi-Arid (Woodland)
	Arid Shrubland	Arid Shrubland	Arid Shrubland	Arid Shrubland
	Alpine	Alpine	Alpine	Alpine

SLOPE ASSESSMENT

The effective slope of the bush fire prone vegetation out to a distance of 100m has been determined using topographic aerial photographs (LPI 2009) and ground truthing with an inclinometer. The effective slope is the slope under the vegetation hazard and therefore the slope which will most influence fire behaviour with regard to the site. A Bushfire Assessment Figure illustrating results of the slope assessment is provided as Figure 5.

Effective Slope	North	East	South	West
Upslope/Flat	Upslope/Flat 0°	Upslope/Flat 0°	Upslope/Flat 0°	Upslope/Flat 0°
- 14 - 1- 4 - 19 - 19 - 19 - 19 - 19 - 1	>0° to 5°	>0° to 5°	>0° to 5°	>0° to 5°
Downslope	>5° to 10°	>5° to 10°	>5° to 10°	>5° to 10°
	>10° to 15°	>10° to 15°	>10° to 15°	>10° to 15°
	>15° to 20°	>15° to 20°	>15° to 20°	>15° to 20°

PBP 2006 ASSET PROTECTION ZONES

Asset Protection Zones (APZ) for the site have been developed in accordance with PBP 2006 Table A2.6 Minimum Specifications for Asset Protection Zones (m) for Special Fire Protection Purposes in bush fire prone areas. An aerial figure illustrating the required APZ management is provided as Figure 6.

Required APZ (M)	North	East	South	West	
	60m	60m	40m	60m	



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L: \GIS FOLDER\00 CLIENT FILES\ALL_BUSHFIRE_JOBS\2016\20164513_Gordon_Eacott_Project_Development_Surveys\Mapping\20164513_Fig3_APZManagement.mxd



DS Environmental Consultant


DS Environmental Consultant

PBP 2006 CONTROLS FOR SFPP DEVELOPMENT

Special Fire Protection Purposes (SFPP) developments e.g. aged care facilities are required to obtain a Bush Fire Safety Authority from the NSW Rural Fire Service under section 100B of the *Rural Fires Act 1997*. SFPP developments are also "integrated developments" under section 91 of the *Environmental Planning & Assessment Act 1979*. Section 4.2.7 of PBP 2006 sets out the Standards for Bush Fire Protection Measures for SFPP developments. These Bushfire Protection Measures include Asset Protection Zones (APZ), Access – Internal Roads, Services – Water, Gas & Electricity and Emergency & Evacuation Planning. In all cases the intent and performance criteria of each Bush Fire Protection Measure must be satisfied.

Bush Fire Protection Measure	Comment/Recommendations
Asset Protection Zones <u>Intent of measures</u> : To provide sufficient for fire fighters and other- emergency services personnel, ensuring radiant heat levels permit operations under critical conditions of radiant heat, smoke and embers, while supporting or evacuating occupants.	 Future development of the site for SFPP purposes can meet the performance criteria and satisfy the intent of Asset Protection Zone measure by complying with the Acceptable Solutions Chapter 4.2.7 of PBP 2006 e.g. APZ's for the site are to be provided in accordance with Figure 3 of this report and Table A2.6 of PBP 2006; Exits within any future SFPP building on the subject site should be located away from the hazard side of the building; APZ's are to be located wholly within the boundaries of the development site; APZ's are to be managed in perpetuity in accordance with the requirements of 'Standards for Asset Protection Zones' (RFS 2005). Note: A monitoring and Fuel Management Program should be required as a condition of development consent; Landscaping on remainder of site outside APZ's is to be managed in accordance to the Landscaping & Property Maintenance provisions outlined in Appendix 5 of PBP 2006.
Access – Internal Roads intent of measures; To provide safe operational access for emergency services personnel in suppressing a bush fire, while residents are accessing or egressing an area.	 Future development of the site for SFPP purposes can meet the performance criteria and satisfy the intent for Internal Roads by complying in full to the Acceptable Solutions e.g. Internal roads are to be two-wheel drive, sealed, all-weather roads; Internal perimeter roads are to be provided with at least two traffic lane widths (8m carriageway minimum kerb to kerb) and shoulders on each side, allowing traffic to pass in opposite direction. Roads are to be through roads. Dead end roads are to be no more than 100m in length from a through road, incorporate a minimum 12m outer turning radius turning circle, and are to be clearly sign posted as a dead end; Traffic management devices are to be constructed to facilitate access by emergency services vehicles; A minimum vertical clearance of 4m to any overhanging obstructions, including tree branches, is to be provided; Curves are to have a minimum inner radius of 6m and are minimal in number to allow for rapid access and egress; The minimum distance between inner and outer curves is to be 6m; Maximum grades are not to exceed 15 degrees and average grades are not to be more than 10 degrees; Crossfall of the pavement is not to be more than10 degrees; Roads are to be clearly sign-posted and bridges clearly indicate load ratings; The internal road surfaces and any bridges must have the capacity to carry fully-loaded fire fighting vehicles (15 tonnes).
Services – Water, gas & Electricity Intent of measures: To provide adequate water services for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to buildings	 Future development of the site for SFPP purposes can achieve the performance criteria and satisfy the intent for Services by complying in full to the Acceptable Solutions e.g. Reticulated water supplies Access points for reticulated water supply to SFPP developments incorporate a ring main system for all internal roads; Fire hydrant spacing, sizing and pressures are to comply with AS 2419 – 2005. Where this cannot be met, the RFS would require a test report of the water pressures anticipated by the relevant water supply authority, once development has been completed. In such cases, the location, number and sizing of hydrants shall be determined using fire engineering principles. Electricity Electrical transimiision lines are to be located below ground. Gas Reticulated or bottled gas is installed and maintained in accordance with AS 1596 – 2002 and the requirements of relevant authorities. Metal piping must be used. All fixed LPG tanks are to be kept clear of all flammable materials and located on the non-hazard side of the development; If gas cylinders need to be kept close to the building, the release valves must be directed away from the building and away from any combustible material, so that they do not act as catalysts to combustion; Polymer sheathed flexible gas supply lines to gas meters adjacent to buildings are not to be used.

Emergency and Evacuation Planning Intent of Measures: To provide suitable emergency and evacuation (and relocation) arrangements for occupants of SFPP developments.	 Future development of the site for SFPP purposes can achieve the performance criteria and meet the intent for emergency and evacuation planning by complying in full to the Acceptable Solutions e.g. An emergency/evacuation plan is to be prepared consistent with the RFS Guidelines for the <i>Preparation of Emergency/Evacuation Plan</i>; Compliance with AS 3745-2002 'Emergency control organisation and procedures for buildings, structures and workplaces' for residential accommodation; Compliance with AS 4083-1997 'Planning for emergencies – for health care facilities'; Note: The developer should provide a copy of the above document to the local Bush Fire Management Committee for their information prior to the occupation of any accommodation of a SFPP. An emergency Planning Committee is to be established to consult with residents (and their families) and staff in developing and implementing an Emergency Procedures Manual. Detailed plans of all Emergency Assembly Areas including "onsite" and "offsite" arrangements as stated in AS 3754-2002 are clearly displayed, and an annual (as a minimum) trial emergency evacuation is conducted.
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END OF REPORT



Attachment 3

PRELIMINARY FLOOD ADVICE



190528P ML/BM

28th February 2019

Regional Manager Department of Planning & Environment PO Box 1148 GOSFORD NSW 2250

Attention: Glenn Hornal

Dear Glenn,

RE: PRELIMINARY FLOODING AND EVACUATION ASSESSMENT PROPOSED SENIORS LIVING DEVELOPMENT JOHNS ROAD, WADALBA

In relation to the abovementioned project council flood mapping shows Johns Road and Murrawal Road are subject to flooding during short extremely high intensity rainfall events. The flooding characteristics would involve inundation for short periods of time due to the relatively small upstream catchment and steep natural slopes.

The proposed development can easily comply with minimum habitable floor level requirements (typically 0.5m above the 1 % AEP rainfall event). Access to the development along Johns Road will be unavailable only during large, high intensity storm events as is currently the case.

Emergency access to and from the site is available to the east where the flooding egress road has been proposed and intersects Murrawal Road at around RL 12.0. Road levels and culvert sizing of the flood egress road can be undertaken to cater for the 1% AEP with appropriate blockage factors and freeboard applied. The figure overleaf shows the approximate extent of the 100 year ARI flood extent on the site as well as the proposed flood egress road. A detailed flood assessment has been prepared, refer to next page.

ADW JOHNSON PTY LIMITED

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Sydney

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Figure 1: Approximate 100 year ARI Flood Extent (Source: CCC Mapping)

Note: Some increased flows discharging from the site are expected due to the increase in impervious area, this is not the subject of this advice. Separate assessment will need to be undertaken

DETAILED ASSESSMENT CRITERIA – FLOODPLAIN DEVLOPMENT MANUAL WYONG SHIRE COUNCIL – APPENDIX C

- a) Compatibility with established Flood Hazard / Flooding Impacts and Behaviour:
 - i impact of flooding and flood liability is to be managed ensuring the development does not divert floodwaters or interfere with flood storage or natural function of the waterway;

The development will divert some minor tributaries as seen in the figure above, this is not seen as significant in terms of affecting flood storage or natural function of the waterway. Minor increases in downstream flows based off the increased impervious area may result from the proposed development.

ii flood behaviour (for example, flood depths reached, flood flow velocities, flood hazard, rate of rise of floodwater);

No negative impact is proposed, once Johns Road is upgraded potential flooding issues will be removed.

iii duration of flooding for a full range of events;



Site will only be impacted in high intensity low duration events

iv appropriate flood mitigation works;

No flood mitigation works are proposed



v freeboard;

The development will included the 500mm freeboard to the design flood level in accordance with council's requirements.

vi Council's duty of care – proposals to addressed or limit;

It would be expected that Council or other authority (SES etc) would continue to provide signage and or personnel to close Johns Road when and if appropriate as is currently the case.

vii depth and velocity of flood waters for relative flood event;

Refer part a) ii above

b) Impact on other land / Cumulative Effects of the Development:

i development should not detrimentally increase the potential flood affectation on other development or properties or infrastructure, either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain;

As stated in part a) i above, the proposed development will not provide any significant impact on flooding of the surrounding area.

ii cumulative effects of the development and precedents created for further cumulative development.

Same as above.

c) Manage Risk to Life:

the proposed development should not result in any increased risk to human life;

Through the integration of appropriate signage, flood egress road, warning and evacuation procedures and the fact that the development is situated above the design flood level including freeboard there is considered no increased risk to human life.

ii controls for risk to life for floods up to the Flood Planning Level;

As stated above it would be expected that Council or other authority (SES etc) would continue to provide signage and or personnel to close Johns Road to both cars and pedestrians when appropriate as is currently the case.



iii controls for risk to life for floods greater than the Flood Planning Level;

Due to the steep slope and small upstream catchments of the site, it is able to remain flood free in all storm events with appropriate civil design.

iv existing floor levels of development in relation to the Flood Planning Level and floods greater than the Flood Planning level;

See part iii above.

v Council's duty of care – Proposals to address and limit;

See above.

vi what level of flooding should apply to the development e.g. 1 in 20 year, etc;

In accordance with Council's requirements the development should adopt the design flood (1% AEP) level plus 500mm.

vii effective flood access and evacuation issues;

See part d below

viii flood readiness – Methods to ensure relative flood information is available to current and future occupants and visitors;

It is proposed that signage will be included at common places informing residents and visitors of the flood risk potential along Johns Road as well as directing evacuation routes back up the hill towards the egress road.

ix where appropriate existing information does not exist, a site specific Flood Risk Assessment in support of the application addressing the requirements of the NSW Flood Policy and NSW Floodplain Development Manual 2005. These documents are available from the NSW Department of Environment, Climate Change and Water website. http://www.environment.nsw.gov.au/floodplains/manual.html.

Not Applicable.

d) Warning and Evacuation:

i available effective warning time and reliable access for the evacuation of an area potentially affected by floods;

Not applicable as no property will be affected, evacuation will always be available through the egress road



ii evacuation should be consistent with any relevant or flood evacuation strategy where in existence;

Not Applicable.

iii depth and velocity of flood waters for relative flood event;

No evacuation through floodwaters will be required.

iv Council's duty of care – proposals to addressed or limit;

As stated above, it would be expected that Council or other capable authority (SES etc) would continue to provide signage and or personnel to close Johns Road to both cars and pedestrians when appropriate, as is currently the case.

v what level of flooding should apply to the development e.g. 1 in 20 year, etc;

In accordance with Council's requirements the development should adopt the design flood level plus 500mm.

vi effective flood access and evacuation issues;

Please see above.

vii flood readiness – methods to ensure relative flood information is available to current and future occupants and visitors.

It is proposed that signage will be included at common places informing residents and visitors of the flood risk potential along Johns Road as well as directing evacuation routes back up the hill towards the flood egress road.

e) Environmental Impacts:

i will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.

The development will not cause erosion, siltation if properly managed during construction. Any potential risk of erosion during construction will be managed in accordance with Council and Office of Water requirements.

f) The Cost:

i the additional economic and social costs that may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner and general community;



Through locating all elements of the development, a minimum 500mm above the design flood level, it is determined that there is no significant economic and social risk caused by the development.

ii land values and social equity – effect both negative and positive – e.g. development increasing land values, restrictions decreasing land values, etc;

The development will provide significant amounts of housing as well as generate employment during construction. The overall impact of the development on land values in the

iii future development (specifically, the ability of the community and individuals to recover from flood events);

Not applicable.

surrounding area is considered positive.

iv economic factors both in regard to doing and not doing the development;

As stated above, undertaking a large scale project will generate significant amounts of employment during construction and associated economic stimulus within the local economy.

v social issues;

The development will help to alleviate the current housing shortage felt by residents of the Central Coast that is causing both house prices and rental costs to increase substantially.

vi servicing the development safely in flood e.g. potable water, sewer, etc.

It is expected that the existing infrastructure beyond the flood egress road will provide adequate service during a flood event.

g) Ecological Sustainable Development:

Proposed development must be consistent with ESD principles including but not limited to:

intergenerational equity – namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations;

Not applicable.

ii the precautionary approach - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation;



Not applicable.

iii biodiversity conservation - namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration;

Not applicable.

iv improved valuation, pricing and incentive mechanisms - namely, that environmental factors should be included in the valuation of assets and services.

Not applicable.

Further information regarding ESD principals may be sourced from the Environmental Planning and Assessment Regulations 2000 Schedule 2 Part 6.

- v must be addressed;
- vi land availability;
- vii land values and social equity both positive and negative;
- viii social issues;
- ix environmental issues;
- x cultural issues.

Not applicable.

h) Climate Change:

i the proposal adequately considers the impact of climate change. It is to be noted that with regard to climate change appropriate benchmarks based on the best available current information have been used in producing the flood risk management studies and plans that inform this document.

As stated above, the development is able to be accessed and evacuated from safely within the PMF event and therefore, any potential increase in flood levels caused by climate change will not adversely impact the overall safety of the development.

i) Emergency Services:

i development will not unduly increase dependency on emergency services.

As stated above, it would be expected that Council or other capable authority (SES etc) would continue to provide signage and or personnel to close Johns Road to both cars and pedestrians during a flood event when appropriate as is currently the case. Other than this, there would be no foreseeable increase on the dependency for emergency services other than that typically expected by an increase in population created by the development.



We trust this information and should you wish to discuss the above matter further, please do not hesitate to contact me on 4305 4300 or email markl@adwjohnson.com.au.

Yours faithfully,

1. http

Mark Littlefield Senior Civil Engineer ADW JOHNSON



Attachment 4

CUMULATIVE IMPACTS PLAN





Attachment 5

PRELIMINARY WATER AND WASTEWATER SERVICING ADVICE



190528P JY/BM

20th February 2019

Regional Manager Department of Planning □ Environment PO Box 1148 GOSFORD NSW 2250

Attention: Glenn Hornal

Dear Glenn,

RE: PROPOSED WATER AND WASTEWATER SERVICING PROPOSED SENIORS LIVING DEVELOPMENT JOHNS ROAD, WADALBA

This letter outlines the proposed water and wastewater servicing for a proposed seniors living development located on Lot 1 DP 373539, Lot 1168 DP 812203 and Lot 1169 DP 812203 Johns Road, Wadalba. This letter has been written to accompany a Site Compatibility Certificate application lodged with the Department of Planning.

The servicing advice contained within this letter is based upon Council servicing advice attached to this letter as well as the Water and Wastewater Servicing Strategy Revision D completed by ADW Johnson November 2017 for the Wadalba East Land Owners Group (WELOG).

WATER SERVICING

In terms of water servicing, currently along the lot frontage of the proposed site runs a DN300 water main. It is believed that the DN300 water main would have sufficient capacity to service the development. The water main would produce pressures within the site of approximately 30m to 70m depending upon the elevation. Refer to Exhibit 1 attached.

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WASTEWATER SERVICING

In terms of wastewater servicing, the site has four (4) main options. The options being:

- Option 1: Install a pressure sewer system and pump directly to existing SPS CH26□
- Option 2: Install a pressure sewer system and pump, or gravitate to a proposed adjoining SPS which in turn will pump to existing SPS CH26
- Option 3: Drain via gravity sewer to WWPS 3 proposed in the previously identified serving strategy for the WELOG site []
- Option 4: Install a pressure sewer system and pump/gravitate to WWPS 3 proposed in the previously identified serving strategy for the WELOG site.

Refer to Exhibit 2 attached which details each of the above options,

The option chosen will largely be dictated by land ownership/permits to enter, environmental issues and timing of adjoining works. Additionally, the topography of the area will dictate the depth of the gravity sewer for Option 4 if this is the chosen option.

Table 1 outlines the wastewater loads for the four options. Note each option will yield the same wastewater loads from the proposed development.

Number of Units	ET	ADWF (L/s)	- r -	PDWF (L/s)	SA (L/s)	PWWF (L/s)
215	143	1.0	3.1	2.9	12.5	15.4

Table 1 – Proposed Wastewater Loads

The components of the four options that are external to the site, i.e. the rising mains or gravity mains, would not reduire staging. The internal pressure sewer unit, if reduired, may reduire staging in terms of the pumps utilised. The stating of the internal pressure sewer unit, if reduired, would be determined at the detailed design stage.

For the purposes of this letter, Option 1 has been adopted as it is the only option that does not rely on the timing of adjoining works. Option 1 will utilise the existing capacity of SPS CH26. The existing capacity is 16.8L/s as outlined in an email from Council attached to this letter. Based on the proposed load of 15.4L/s from the development there is sufficient existing capacity within SPS CH26.

We have completed an estimated cost analysis for Option 1 based on other similar projects and expect the construction cost to be approximately 2460,000 including the proposed SPS and the rising main.



Based on the above information the proposal to connect the proposed seniors living developments wastewater to existing SPS CH26 is okay subject to detailed design and Council approval.

CUMULATIVE IMPACT

The proposed development has a number of potential surrounding developments, particularly those noted at 66 and 85 Wahroonga Road, Kanwal. The proposed water and wastewater servicing options as outlined above would not impact on these potential surrounding developments as they would be serviced off a different water main and are in a different wastewater catchment.

CONCLUSION

As shown in this letter, the proposed seniors living development located on Lot 1 DP 373539, Lot 1168 DP 812203 and Lot 1169 DP 812203 Johns Road, Wadalba is able to be serviced from a waste and wastewater perspective. Furthermore the proposed developments water and wastewater servicing will not have a cumulative impact on the proposed surrounding developments.

We trust this information is satisfactory to address the high level servicing of the proposed seniors living development. Should you wish to discuss the above matter further, please do not hesitate to contact me on 43054300 or email jasony. adwjohnson.com.au.

Yours faithfully,

Jason Yeo Civil Engineer ADW JOHNSON

Jason Yeo

То:	Leon Dawes; Luke Drury
Cc:	Johnson Zhang; Chris Smith
Subject:	RE: 125-135 Johns Road and 95 Murrawal Road, Wadalba

From: Leon Dawes [mailto:Leon.Dawes@centralcoast.nsw.gov.au]

Sent: Monday, 18 February 2019 3:41 PM

To: Jason Yeo <jasony@adwjohnson.com.au>; Luke Drury <Luke.Drury@centralcoast.nsw.gov.au> Cc: Johnson Zhang <Johnson.Zhang@centralcoast.nsw.gov.au>; Chris Smith <chriss@adwjohnson.com.au> Subject: RE: 125-135 Johns Road and 95 Murrawal Road, Wadalba

Hi Jason,

Thanks for clarifying your proposal. While I can confirm some of the details you are after, Im not sure what our policy is on how much available capacity we can allocate to private pumping stations. I do see it as a risk to the business if we dont set limits in this regard. These matters aside, we can confirm that SPS CH26 has a total capacity of 40L/s. The inflow from the gravity catchment is theoretically around 11.2L/s under PWWF condition. Based on a pump/system curve analysis of the upstream SPS CH34, it contributes an additional 12L/s. So based on these theoretical estimates, there is currently spare capacity within the system of appro_imately 16.8L/s.

I hope this is the detail you are seeking but feel free to call if there is further info that you are after.

Regards

Section Manager Water Services and Design Water Planning and Development P.O. Bol 20 Wyong, NSW 2259 102 4350 5323 0447 382 249 Leon.Dawes@centralcoast.nsw.gov.au



Please consider the environment before printing this email

From: Jason Yeo [mailto:jasony@adwjohnson.com.au]
Sent: Monday, 18 February 2019 2:42 PM
To: Leon Dawes; Luke Drury
Cc: Johnson Zhang; Chris Smith
Subject: RE: 125-135 Johns Road and 95 Murrawal Road, Wadalba

Hi Leon,

Thank you for your response below.

The current thinking is that the proposed private SPS would pump to CH26 SPS and when WELOG gets developed it is assumed CH26 SPS would get decommissioned and would gravitate to the main WELOG SPS.

In terms of why we are completing this work now, please see the below explanation:

The subject land is currently coned RU6 Transition. Council Draft Central Coast LEP shows that this cone will be carried over into the immediate future.

The site is located within Precinct 3B of the North Wyong Shire Structure Plan, and whilst identified as future residential area, is not subject to any current reconing application (Planning Proposal).

Eone RU6, provides for a number of permitted uses, including dwelling houses and dual occupancies, but importantly (in this case), also allows a proponent to seek DA approval for a seniors living development through the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. Amongst other matters, an application for a Site Compatibility Certificate (SCC) and subse DA under the SEPP, must consider the availability of relevant services in the locality, existing, planned and/or capable of being augmented.

ADWJ is aware of services generally available in the locality, including a servicing strategy for land immediately adjacent to the west at 137 Johns Rd. ADWJ now seeks Council[®] further comments in relation to the capacity of SPS CH26 located to the west along Johns Rd.

Feel free to call to discuss if reduired.

Regards,



Jason Yeo CIVIL ENGINEER Central Coast Office 02 4305 4300 0448 297 359 Email : jasony adwjohnson.com.au Website: www.adwjohnson.com.au

ADW Johnson Pty Limited SYDNEY Level 35 One

SYDNEYLevel 35 One International Towers, 100 Barangaroo Avenue, Sydney NSW 2000Ph. 02 8046 7411CENTRAL COAST5 Pioneer Avenue, Tuggerah NSW 2259Ph. 02 4305 4300HUNTER7/335 Hillsborough Road, Warners Bay NSW 2282Ph. 02 4978 5100THIS MESSAGE AND ANY FILES TRANSMITTED WITH IT ARE INTENDED FOR THE ADDRESSEE ONLY AND ARE TO BE USED ONLY FOR THE PURPOSES OF OUR CLIENTS INSTRUCTIONS. ANY FILES

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Attachment 6

BUS ROUTE MAP AND TIMETABLE

Routes 80, 81, 82

Timing Points



	Monday to Friday	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ			Ġ	7.7
map ref	Service information	81	81	81	82	80	81	80	81	82	81
к	Lake Haven Interchange	03:48	04:46	05:11	05:27	05:38	05:46	06:08	06:16	06:27	06:36
J	Gorokan Howelston Road & Marks Road	03:53	04:51	05:16	_	-	05:51	_	06:21	_	06:41
	Kanwal Shops Walker Avenue & Heritage Drive	225	22	220	_	05:42		06:12	22)	227	<u> </u>
н	Wyong Hospital Craigie Avenue & Pacific Highway			τę:	05:35	05:45	-	06:15		06:35	
G	Kanwal Wahroongah Road at Glenmere Village	-	-		05:37	-	-	-		06:37	<u> (</u>
F	Wyongah Kilpa Road & Murrawal Road	03:59	04:58	05:23	-		05:58		06:28	-	06:48
E	Tacoma Wolseley Avenue & Hillcrest Avenue	_	-	\rightarrow	05:48	-	-	 ;	÷	06:48	
D	Wyong Pollock Avenue & Jensen Road	-	05:03	05:28	-	-	06:03	-	06:33		06:53
С	Wadalba Pacific Highway & Figtree Boulevard	-	-	-	-	05:47	-	06:17		_	_
В	Wyong Interchange	04:10	05:10	05:35	05:56	05:56	06:10	06:26	06:40	06:56	07:00
А	Tuggerah Westfield	12	-	_	_	-	X06:33	X06:33	-	X07:10	X07:10

	Monday to Friday (continued)	ف	Ġ	Ġ	Ġ	Ġ.		Ġ		ė	Ġ
map ref	Service information	80	81	82	81	80	81	80	82	80	81
к	Lake Haven Interchange	06:38	07:01	07:11	07:16	07:20	07:43	07:53	08:04	08:07	08:18
٦	Gorokan Howelston Road & Marks Road	-	07:06	-	07:21	-	07:48	_	-	_	08:23
	Kanwal Shops Walker Avenue & Heritage Drive	06:42	-	3 43	°=	07:24	244	07:58	-	08:12	- 222
н	Wyong Hospital Craigie Avenue & Pacific Highway	06:45	-	07:19	377	07:28	$\sim - 1$	08:03	08:13	08:17	
G	Kanwal Wahroongah Road at Glenmere Village	-	:	07:21	-	-	:(=)	$\sim =$	08:15		-
F	Wyongah Kilpa Road & Murrawal Road	_	07:13	-	07:28	1	07:57	2	200	-	08:31
E	Tacoma Wolseley Avenue & Hillcrest Avenue	1	100	07:32			$(1,1) \mapsto (1,1)$:	08:27	1.000	-
D	Wyong Pollock Avenue & Jensen Road	:**	07:18	1 .22	07:33	*	08:02	-	() 	344	08:36
С	Wadalba Pacific Highway & Figtree Boulevard	06:47	-	-	-	07:30	-	08:05	-	08:19	-
В	Wyong Interchange	06:56	07:25	07:40	07:40	07:40	P08:10	08:16	P08:43	P08:30	08:49
Α	Tuggerah Westfield	X07:10	X07:32	X07:47	X07:47	07:47	X08:23	08:28	X08:57	X08:39	08:56

Lake Haven	to	Wyong	&	Tuggerah
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	Monday to Friday (continued)	Ġ	Ġ	Ġ	ف	Ġ	ė	Ġ	Ġ	Ġ	Ġ
map ref	Service information	82	80	80	81	82	80	81	80	81	82
К	Lake Haven Interchange	08:31	08:50	09:10	09:21	09:31	10:10	10:21	11:10	11:21	11:31
J	Gorokan Howelston Road & Marks Road	_	_	_	09:27		_	10:27	-	11:27	_
1	Kanwal Shops Walker Avenue & Heritage Drive	_	08:55	09:15			10:15		11:15	-	
Н	Wyong Hospital Craigie Avenue & Pacific Highway	08:40	09:00	09:20	-	09:40	10:20	-	11:20	=	11:40
G	Kanwal Wahroongah Road at Glenmere Village	08:42	-	***		09:42		-		-	11:42
F	Wyongah Kilpa Road & Murrawal Road	342	-	<u></u>	09:34	9 1	-	10:34	<u> </u>	11:34	- 2 -
E	Tacoma Wolseley Avenue & Hillcrest Avenue	08:54			-	09:54	-				11:54
D	Wyong Pollock Avenue & Jensen Road		-	+++>	09:39	-	-24	10:39	941	11:39	<u>~</u>
C	Wadalba Pacific Highway & Figtree Boulevard	-	09:02	09:22	-	-	10:22	-	11:22	-	_
В	Wyong Interchange	09:04	09:13	09:33	09:49	10:04	10:33	10:49	11:33	11:49	12:04
А	Tuggerah Westfield	09:11	09:20	09:40	09:56	10:11	10:40	10:56	11:40	11:56	12:11

	Monday to Friday (continued)	Ġ	Ġ	Ġ	Ġ	Ġ.	હે	Ġ			Ġ
map ref	Service information	80	81	80	81	82	80	81	80	82	80
к	Lake Haven Interchange	12:10	12:21	13:10	13:21	13:31	14:09	14:21	14:38	14:55	15:22
J	Gorokan Howelston Road & Marks Road	-	12:27	-	13:27		—	14:27	-	-	
1	Kanwal Shops Walker Avenue & Heritage Drive	12:15	\rightarrow	13:15	5344	-	14:14	-	14:46	_	15:27
H	Wyong Hospital Craigie Avenue & Pacific Highway	12:20	-	13:20	4	13:40	14:19	-	14:51	15:04	15:32
G	Kanwal Wahroongah Road at Glenmere Village	-	\rightarrow	$\sim - 1$		13:42	-		-	15:06	~
F	Wyongah Kilpa Road & Murrawal Road		12:34	344 I.	13:34		-	14:34		-	~ _
E	Tacoma Wolseley Avenue & Hillcrest Avenue		=	0-	5.75	13:54		<u>a</u>	0.77	15:18	2 7
D	Wyong Pollock Avenue & Jensen Road		12:39	\sim	13:39	-	-	14:39		-	
С	Wadalba Pacific Highway & Figtree Boulevard	12:22	_	13:22	_	-	14:21	_	14:53	-	15:34
В	Wyong Interchange	12:33	12:49	13:33	13:49	14:04	14:33	14:49	15:05	15:30	15:46
A	Tuggerah Westfield	12:40	12:56	13:40	13:56	14:11	14:40	14:56	15:12	H15:37	15:53

	Monday to Friday (continued)	Ġ	Ġ	Ġ	Ġ		115		Ġ	Ġ	Ġ
map ref	Service information	81	81	80	82	81	80	82	81	80	82
к	Lake Haven Interchange	15:26	15:50	15:51	15:51	16:10	16:19	16:35	16:40	16:49	17:07
J	Gorokan Howelston Road & Marks Road	15:32	15:56	_	(11)	16:16	—		16:46		
	Kanwal Shops Walker Avenue & Heritage Drive	2	-	15:56	_	=3	16:24	-	-	16:54	_
н	Wyong Hospital Craigie Avenue & Pacific Highway		-	16:00	16:00		16:28	16:44	-	16:58	17:16
G	Kanwal Wahroongah Road at Glenmere Village	_	-		16:02	_	_	16:46	_	_	17:18
F	Wyongah Kilpa Road & Murrawal Road	15:39	16:06	_	_	16:23	_	-	16:53	-	_
E	Tacoma Wolseley Avenue & Hillcrest Avenue	100	-		16:14		2 -	16:56	100	 :	17:28
D	Wyong Pollock Avenue & Jensen Road	15:44	16:12			16:28	÷	-	16:58	940 S	-
С	Wadalba Pacific Highway & Figtree Boulevard	-	-	16:02	-	-	16:30	-	_	17:00	-
В	Wyong Interchange	15:54	16:21	16:12	16:24	16:37	16:40	17:06	17:07	17:10	17:37
Α	Tuggerah Westfield	16:01	16:29	16:20	16:31	16:45	16:48	17:14	17:15	17:18	17:44

	Monday to Friday (continued)	Ġ		Ġ	ė	Ġ	2 14	Ġ	Ġ	Ġ	Ġ
map ref	Service information	81	82	80	81	80	82	81	82	80	81
к	Lake Haven Interchange	17:15	17:37	17:40	17:40	18:05	18:07	18:15	18:37	18:40	18:50
J	Gorokan Howelston Road & Marks Road	17:20	-	_	17:45	_	-	18:20	_	_	18:55
1.	Kanwal Shops Walker Avenue & Heritage Drive	-	-	17:45	2000	18:10	-		-	18:45	-
H	Wyong Hospital Craigie Avenue & Pacific Highway		17:45	17:49	-	18:14	18:15	-	18:45	18:49	=
G	Kanwal Wahroongah Road at Glenmere Village		17:47	+++			18:17	2775	18:47	-	-
F	Wyongah Kilpa Road & Murrawal Road	17:27	-		17:52	÷		18:27	-	<u></u>	19:01
E	Tacoma Wolseley Avenue & Hillcrest Avenue		17:56	=	1977), A	-	18:26	1777	18:56	777	100
D	Wyong Pollock Avenue & Jensen Road	17:31		-	17:56		(18:31		;;;; ;;	19:05
C	Wadalba Pacific Highway & Figtree Boulevard	_	_	17:51	-	18:16	-	-	-	18:51	_
В	Wyong Interchange	17:40	18:05	18:00	18:05	18:25	18:35	18:40	19:05	19:00	19:13
А	Tuggerah Westfield	17:47	18:12	18:07	18:12	18:32	18:42	18:47	19:12	19:07	19:20

Lake Haven to Wyong & Tuggerah

	Monday to Friday (continued)	Ġ	Ġ	ف	Ġ
nap def	Service information	80	81	81	81
к	Lake Haven Interchange	19:05	19:16	20:16	21:16
J	Gorokan Howelston Road & Marks Road	_	19:21	20:21	21:21
	Kanwal Shops Walker Avenue & Heritage Drive	19:10	: 14 0	11	(
H	Wyong Hospital Craigie Avenue & Pacific Highway	19:14	-	÷	
G	Kanwal Wahroongah Road at Glenmere Village	-	-		(1-1)
F	Wyongah Kilpa Road & Murrawal Road	-	19:27	20:27	21:27
E	Tacoma Wolseley Avenue & Hillcrest Avenue		-		
D	Wyong Pollock Avenue & Jensen Road	-	19:31	20:31	21:31
С	Wadalba Pacific Highway & Figtree Boulevard	19:16	-	_	-
В	Wyong Interchange	19:25	19:39	20:39	21:39
Α	Tuggerah Westfield	19:32	19:46	20:46	21:46

- **NSN** Transport
- Enable auto top up

Download today from the App Store or Google Play.

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	Saturday	Ġ	¢	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ
map ref	Service information	81	82	81	82	80	81	80	81	82	80
к	Lake Haven Interchange	06:17	06:59	07:17	07:39	08:21	08:29	09:19	09:29	09:39	10:19
J	Gorokan Howelston Road & Marks Road	06:21	-	07:21		-	08:35	_	09:35	-	_
1	Kanwal Shops Walker Avenue & Heritage Drive		-	-	—	08:26	 :	09:24	3 - 0	_	10:24
н	Wyong Hospital Craigie Avenue & Pacific Highway	-	07:07	-	07:48	08:31	-	09:29		09:48	10:29
G	Kanwal Wahroongah Road at Glenmere Village		07:09	-	07:50				8 1	09:50	
F	Wyongah Kilpa Road & Murrawal Road	06:28	2	07:28	1000		08:42	<u> </u>	09:42	222	-
E	Tacoma Wolseley Avenue & Hillcrest Avenue		07:18	-	08:02		272.1	=0		10:02	
D	Wyong Pollock Avenue & Jensen Road	06:32	-	07:32		-	08:47	-	09:47	-	*
С	Wadalba Pacific Highway & Figtree Boulevard	<u> </u>	-	122	-	08:33	-	09:31	_	-	10:31
В	Wyong Interchange	06:41	07:27	07:41	08:12	08:44	08:57	09:42	09:57	10:12	10:42
А	Tuggerah Westfield	06:48	07:34	07:48	08:19	08:51	09:04	09:49	10:04	10:19	10:49

	Saturday (continued)	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	¢	Ġ
map ref	Service information	81	80	81	82	80	81	80	81	82	80
к	Lake Haven Interchange	10:29	11:19	11:29	11:39	12:19	12:29	13:19	13:29	13:39	14:19
J	Gorokan Howelston Road & Marks Road	10:35	_	11:35	_	_	12:35	-	13:35	_	
1	Kanwal Shops Walker Avenue & Heritage Drive	-	11:24	-	-	12:24	-	13:24	-	_	14:24
H	Wyong Hospital Craigie Avenue & Pacific Highway		11:29	_	11:48	12:29	_	13:29	_	13:48	14:29
G	Kanwal Wahroongah Road at Glenmere Village	_	_	_	11:50	-	_		-	13:50	-
F	Wyongah Kilpa Road & Murrawal Road	10:42		11:42	_	-	12:42	_	13:42		_
E	Tacoma Wolseley Avenue & Hillcrest Avenue	_	-	_	12:02	_	-	-	-	14:02	-
D	Wyong Pollock Avenue & Jensen Road	10:47	_	11:47	_	_	12:47	_	13:47	_	
С	Wadalba Pacific Highway & Figtree Boulevard	2	11:31	1.222		12:31	_	13:31	-	-	14:31
В	Wyong Interchange	10:57	11:42	11:57	12:12	12:42	12:57	13:42	13:57	14:12	14:42
А	Tuggerah Westfield	11:04	11:49	12:04	12:19	12:49	13:04	13:49	14:04	14:19	14:49

Lake Haven	to	Wyong	&	Tuggerah	
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	Saturday (continued)	¢	Ġ	Ś	¢	Ġ	Ġ	Ġ	હ	Ġ	હે
map ref	Service information	81	80	81	82	80	81	80	81	82	81
к	Lake Haven Interchange	14:29	15:19	15:29	15:39	16:19	16:29	17:19	17:29	17:39	18:20
J	Gorokan Howelston Road & Marks Road	14:35	_	15:35			16:35	_	17:35		18:25
1	Kanwal Shops Walker Avenue & Heritage Drive	-	15:24	 ?	_	16:24	1	17:24	-	=.	-
H	Wyong Hospital Craigie Avenue & Pacific Highway		15:29		15:48	16:29	-	17:29	<u> </u>	17:48	-
G	Kanwal Wahroongah Road at Glenmere Village	-			15:50	27	1.00	-	-	17:50	-
F	Wyongah Kilpa Road & Murrawal Road	14:42	**	15:42		-	16:42	-	17:42	-	18:32
E	Tacoma Wolseley Avenue & Hillcrest Avenue		-	-	16:02	2	122	-22		18:02	—
D	Wyong Pollock Avenue & Jensen Road	14:47		15:47		-	16:47		17:47	-	18:36
С	Wadalba Pacific Highway & Figtree Boulevard	-	15:31	_	_	16:31	_	17:31	_	-	-
В	Wyong Interchange	14:57	15:42	15:57	16:12	16:42	16:57	17:42	17:57	18:12	18:45
A	Tuggerah Westfield	15:04	15:49	16:04	16:19	16:49	17:04	17:49	18:04	18:19	18:52

1.00	Saturday (continued)	ය්	Ġ	Ġ	Ġ
map ref	Service information	82	81	81	81
К	Lake Haven Interchange	18:59	19:19	20:20	21:20
J	Gorokan Howelston Road & Marks Road	_	19:24	20:25	21:25
1	Kanwal Shops Walker Avenue & Heritage Drive	1000	-		
H	Wyong Hospital Craigie Avenue & Pacific Highway	19:08	-	***	(H)
G	Kanwal Wahroongah Road at Glenmere Village	19:10	-	 >	1.20
F	Wyongah Kilpa Road & Murrawal Road	-	19:31	20:32	21:32
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	19:20	-	# 2	-
D	Wyong Pollock Avenue & Jensen Road		19:35	20:36	21:36
C	Wadalba Pacific Highway & Figtree Boulevard	-			
в	Wyong Interchange	19:29	19:44	20:45	21:45
А	Tuggerah Westfield	19:36	19:51	20:52	21:52

	Sunday & Public Holidays	Ġ	Ġ	Ŗ	Ġ	Ŕ	Ġ	Ġ	Ġ	ف	Ġ.
map ref	Service information	80	81	80	81	82	81	80	81	82	81
к	Lake Haven Interchange	08:02	08:34	09:22	09:34	09:55	10:34	11:22	11:34	11:55	12:34
J	Gorokan Howelston Road & Marks Road	_	08:40	_	09:40	_	10:40	-	11:40	-	12:40
1	Kanwal Shops Walker Avenue & Heritage Drive	08:07	-	09:27	-	-	-	11:27	-	-	
н	Wyong Hospital Craigie Avenue & Pacific Highway	08:10	_	09:30	_	10:03	—	11:30	_	12:03	_
G	Kanwal Wahroongah Road at Glenmere Village	-	_	-	_	10:06	_	_	_	12:06	-
F	Wyongah Kilpa Road & Murrawal Road	_	08:47	_	09:47	_	10:47	-	11:47	-	12:47
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	-		-	-	10:14	- H	<u>_</u>	-	12:14	-
D	Wyong Pollock Avenue & Jensen Road	-	08:51	-	09:51	++= :	10:51		11:51	-	12:51
С	Wadalba Pacific Highway & Figtree Boulevard	08:12	-	09:32	-	-	_	11:32	_	-	-
В	Wyong Interchange	08:22	09:00	09:42	10:00	10:22	11:00	11:42	12:00	12:22	13:00
Α	Tuggerah Westfield	08:30	09:08	09:50	10:08	10:30	11:08	11:50	12:08	12:30	13:08

	Sunday & Public Holidays (continued)	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ
map ref	Service information	81	82	80	81	81	82	80	81	81	81
к	Lake Haven Interchange	13:34	13:55	14:22	14:34	15:34	15:55	16:22	16:34	17:56	19:34
J	Gorokan Howelston Road & Marks Road	13:40	_		14:40	15:40	_	_	16:40	18:02	19:40
1	Kanwal Shops Walker Avenue & Heritage Drive	-	-	14:27				16:27	-	-	#1
н	Wyong Hospital Craigie Avenue & Pacific Highway		14:03	14:30			16:03	16:30	-	~	<u> 1</u>
G	Kanwal Wahroongah Road at Glenmere Village		14:06	-			16:06	175	:77:		
F	Wyongah Kilpa Road & Murrawal Road	13:47	2-64	-	14:47	15:47	-	3 14	16:47	18:09	19:47
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	-	14:14	22	-	1/ 3 1	16:14	1.22			<u></u>
D	Wyong Pollock Avenue & Jensen Road	13:51			14:51	15:51		-	16:51	18:13	19:51
C	Wadalba Pacific Highway & Figtree Boulevard	—	_	14:32		_	-	16:32	-	-	—
в	Wyong Interchange	14:00	14:22	14:42	15:00	16:00	16:22	16:42	17:00	18:22	20:00
A	Tuggerah Westfield	14:08	14:30	14:50	15:08	16:08	16:30	16:50	17:08	18:30	÷++ :

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Tuggerah	&	Wyong	to	Lake	Haven
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	Monday to Friday	હ	Ġ	Ŕ	Ġ	Ġ	Ġ	ė	Ġ	10	ę
map ref	Service information	80	81	80	81	81	82	80	80	81	80
A	Tuggerah Westfield	-	-	-	-	=0	_	_	06:35	X06:35	_
в	Wyong Interchange	04:12	D05:13	05:38	05:38	05:58	06:12	06:12	06:42	06:42	06:58
C	Wadalba Pacific Highway & Figtree Boulevard	04:20	-	05:46		=2	3 —	06:20	06:50)	07:06
D	Wyong Pollock Avenue & Jensen Road				05:44	06:04	5		-	06:48	-
E	Tacoma Wolseley Avenue & Hillcrest Avenue	-	-	-		-	06:20	1	-	=	-
F	Wyongah Kilpa Road & Murrawal Road	-	05:23		05:48	06:08	34			06:52	
G	Kanwal Wahroongah Road at Glenmere Village	-	-	-	÷	=:	06:31	-	-		-
н	Wyong Hospital Craigie Avenue & Pacific Highway	04:23	-	05:49	÷	<u> </u>	06:34	06:23	06:53		07:08
1	Kanwal Shops Walker Avenue & Heritage Drive	04:25	-	05:51		- S	-	06:25	06:56		07:11
J	Gorokan Howelston Road & Marks Road		05:29		05:55	06:15	375	1	-	06:59	
к	Lake Haven Interchange	04:31	05:36	05:57	06:02	06:22	06:44	06:31	07:03	07:06	07:18

	Monday to Friday (continued)		齿	vîrt,	20.	Ġ	i in S	J. 19.	Ġ.	ف	l x f
map ref	Service information	81	82	80	80	81	82	80	81	82	80
А	Tuggerah Westfield	_	-	07:14	_	07:33	07:51	X07:51	-	08:32	08:32
В	Wyong Interchange	07:01	07:10	07:21	07:40	07:41	07:59	08:20	08:28	08:40	08:40
С	Wadalba Pacific Highway & Figtree Boulevard	57 3		07:29	07:48	-	-	08:29	-	-	08:52
D	Wyong Pollock Avenue & Jensen Road	07:07		-	_	07:48	-	_	08:37	_	
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	-	07:18	3	+	-	08:08	-	-	08:51	-
F	Wyongah Kilpa Road & Murrawal Road	07:12		-		07:53		8	08:42	-	-
G	Kanwal Wahroongah Road at Glenmere Village		07:29	_	-	-	08:19	—	-	09:02	-
н	Wyong Hospital Craigie Avenue & Pacific Highway	-	07:32	07:32	07:50	_	08:23	08:32	-	09:06	08:55
1	Kanwal Shops Walker Avenue & Heritage Drive	-	_	07:35	07:53	-	-	08:35	_	-	08:59
1	Gorokan Howelston Road & Marks Road	07:20		<u> </u>	12	08:02	-	<u> </u>	08:50	122	
к	Lake Haven Interchange	07:28	07:42	07:42	08:00	08:12	08:34	08:42	08:58	09:17	09:06

	Monday to Friday (continued)	Ġ		¢	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ
map ref	Service information	81	80	81	80	82	81	80	81	80	82
А	Tuggerah Westfield	08:48	09:02	09:18	09:32	10:03	10:18	10:32	11:18	11:32	12:03
В	Wyong Interchange	08:56	09:10	09:26	09:40	10:11	10:26	10:40	11:26	11:40	12:11
С	Wadalba Pacific Highway & Figtree Boulevard	-	09:22	-	09:52	,	22	10:52	34	11:52	3 34 1
D	Wyong Pollock Avenue & Jensen Road	09:05). 	09:35	-		10:35	-	11:35		
Е	Tacoma Wolseley Avenue & Hillcrest Avenue		-	-	1	10:21	++=::	3 -		-	12:21
F	Wyongah Kilpa Road & Murrawal Road	09:10	24	09:40			10:40	-	11:40	-	-
G	Kanwal Wahroongah Road at Glenmere Village			100	-	10:32	-		_	_	12:32
н	Wyong Hospital Craigie Avenue & Pacific Highway	-	09:25	-	09:55	10:36	_	10:55	_	11:55	12:36
	Kanwal Shops Walker Avenue & Heritage Drive	(-	09:29		09:59	22)	-	10:59	12	11:59	-
J	Gorokan Howelston Road & Marks Road	09:18		09:48			10:48	<u></u>	11:48	-	100
к	Lake Haven Interchange	09:26	09:36	09:56	10:06	10:48	10:56	11:06	11:56	12:06	12:48

	Monday to Friday (continued)	Ġ	Ġ	Ġ.	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ
map ref	Service information	81	80	81	80	82	81	80	80	81	82
А	Tuggerah Westfield	12:18	12:32	13:18	13:32	14:03	14:18	14:32	14:5 2	H15:05	S15:09
в	Wyong Interchange	12:26	12:40	13:26	13:40	14:11	14:26	14:43	15:03	15:15	S15:29
С	Wadalba Pacific Highway & Figtree Boulevard	_	12:52	_	13:52	-	-	14:54	15:14	-	**
D	Wyong Pollock Avenue & Jensen Road	12:35		13:35	<u></u>	<u>_</u> ?	14:35	-	-	15:25	8
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	155	100			14:21	-	-		 5	S15:42
F	Wyongah Kilpa Road & Murrawal Road	12:40		13:40	÷== 1	-	14:40	-		15:31	÷.
G	Kanwal Wahroongah Road at Glenmere Village	-	_	-	_	14:32	-	-	-		S15:53
H	Wyong Hospital Craigie Avenue & Pacific Highway		12:55	-	13:55	14:36	_	14:57	15:17	_	S15:57
	Kanwal Shops Walker Avenue & Heritage Drive	-	12:59	_	13:59		_	15:01	15:21	-	_
L	Gorokan Howelston Road & Marks Road	12:48	-	13:48	-	-	14:48	-	T -	15:39	
к	Lake Haven Interchange	12:56	13:06	13:56	14:06	14:48	14:56	15:08	15:28	15:47	S16:08

Tuggerah & Wyong to Lake Haven

	Monday to Friday (continued)	Ġ		Ġ		Ġ	Ġ		Ġ	¢	
map ref	Service information	82	80	81	82	81	80	82	81	80	82
A	Tuggerah Westfield	H15:25	15:15	H15:35	X15:25	15:55	15:56	16:15	16:25	16:25	16:50
В	Wyong Interchange	H15:34	15:35	15:45	15:50	16:05	16:06	16:25	16:35	16:35	16:59
C	Wadalba Pacific Highway & Figtree Boulevard	-	15:46	-			16:17	-	=0	16:46) (
D	Wyong Pollock Avenue & Jensen Road	-	-	15:53	-	16:13	-	-	16:43	19 2	<u></u>
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	H15:42		-	15:58	-	-	16:33	=:	-	17:07
F	Wyongah Kilpa Road & Murrawal Road	—	-	15:59	-	16:18	-	944	16:48	(##	
G	Kanwal Wahroongah Road at Glenmere Village	H15:53	-	-	16:08	-	-	16:43		-	17:17
н	Wyong Hospital Craigie Avenue & Pacific Highway	H15:57	15:49) (((16:12	æ	16:20	16:47	=	16:49	17:20
1	Kanwal Shops Walker Avenue & Heritage Drive	120	15:52	÷	100	-	16:23	<u> </u>	_2	16:52	5 2 3
J	Gorokan Howelston Road & Marks Road	1757		16:08		16:26	377	-	16:56	Ŧ	π.
К	Lake Haven Interchange	H16:08	16:00	16:16	16:23	16:34	16:30	16:58	17:04	16:59	17:30

	Monday to Friday (continued)		Ġ		Ġ	¢	Ġ	Ġ		ف	Ġ
map ref	Service information	80	81	81	82	80	81	80	81	82	80
Α	Tuggerah Westfield	16:55	16:56	17:19	17:20	17:26	17:54	18:10	18:25	18:36	18:36
в	Wyong Interchange	17:05	17:06	17:28	17:29	17:35	18:03	18:19	18:34	18:45	18:45
С	Wadalba Pacific Highway & Figtree Boulevard	17:16		-	=3	17:45		18:29	-	-	18:55
D	Wyong Pollock Avenue & Jensen Road	-	17:14	17:36		200	18:11		18:42	-	-
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	-		-	17:37	(=)	+	-	÷.	18:53	-
F	Wyongah Kilpa Road & Murrawal Road	÷	17:19	17:41	-	3 — 1	18:16		18:47	=	
G	Kanwal Wahroongah Road at Glenmere Village		-		17:47	-	100			19:03	_
н	Wyong Hospital Craigie Avenue & Pacific Highway	17:19	-		17:50	17:48		18:32	_	19:06	18:58
	Kanwal Shops Walker Avenue & Heritage Drive	17:22	-		-	17:51		18:35			19:01
J.	Gorokan Howelston Road & Marks Road	-	17:27	17:48	=	622	18:23	2	18:54		= 5
к	Lake Haven Interchange	17:29	17:35	17:56	18:00	17:58	18:31	18:42	19:02	19:16	19:08

	Monday to Friday (continued)	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ
map ref	Service information	81	80	81	81	81	81
А	Tuggerah Westfield	18:54	19:11	19:26	19:57	20:52	21:52
В	Wyong Interchange	19:03	19:18	19:33	20:04	20:59	21:59
С	Wadalba Pacific Highway & Figtree Boulevard	-	19:27	-	-	-	
D	Wyong Pollock Avenue & Jensen Road	19:10	-	19:41	20:12	21:07	22:07
E	Tacoma Wolseley Avenue & Hillcrest Avenue	·	-	-	-		
F	Wyongah Kilpa Road & Murrawal Road	19:15	22	19:46	20:17	21:12	22:12
G	Kanwal Wahroongah Road at Glenmere Village	-		1777		575.4	
Н	Wyong Hospital Craigie Avenue & Pacific Highway	3 —	19:30		-		
П.	Kanwal Shops Walker Avenue & Heritage Drive	-	19:33	-	_	-	-
J	Gorokan Howelston Road & Marks Road	19:21	_	19:53	20:24	21:19	22:19
к	Lake Haven Interchange	19:28	19:40	20:01	20:32	21:27	22:27

	Saturday	Ġ	Ġ	¢	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ.	Ġ
map ref	Service information	81	82	81	80	81	80	82	81	80	81	80
A	Tuggerah Westfield	07:26	07:39	08:26	08:41	09:26	09:41	10:11	10:26	10:41	11:26	11:41
в	Wyong Interchange	07:34	07:47	08:34	08:49	09:34	09:49	10:19	10:34	10:49	11:34	11:49
C	Wadalba Pacific Highway & Figtree Boulevard	-	\sim	-	09:01	-	10:01	-	÷	11:01	-	12:01
D	Wyong Pollock Avenue & Jensen Road	07:43	1223	08:43	1922	09:43			10:43		11:43	~
E	Tacoma Wolseley Avenue & Hillcrest Avenue		07:55	100	155	35		10:29	77. L	<i></i>	-	-
F	Wyongah Kilpa Road & Murrawal Road	07:48	-	08:48	:)+(09:48	-		10:48	-	11:48	
G	Kanwal Wahroongah Road at Glenmere Village	-	08:04	-		-	_	10:40	<u>111</u> 7		122	
н	Wyong Hospital Craigie Avenue & Pacific Highway	-	08:07	-	09:04		10:04	10:44	577 X	11:04		12:04
1	Kanwal Shops Walker Avenue & Heritage Drive	-	1	-	09:08	-	10:08	-		11:08	-	12:08
J	Gorokan Howelston Road & Marks Road	07:56		08:56		09:56	-	-	10:56	+	11:56	-
к	Lake Haven Interchange	08:04	08:16	09:04	09:15	10:04	10:15	10:56	11:04	11:15	12:04	12:15
Tuggerah & Wyong to Lake Haven

	Saturday (continued)	ය්	ف	Ċ.	Ġ	Ċ.	Ġ	Ġ	Ġ	Ġ	ف	Ġ
map ref	Service information	82	81	80	81	80	82	81	80	81	80	82
А	Tuggerah Westfield	12:11	12:26	12:41	13:26	13:41	14:11	14:26	14:41	15:26	15:41	16:11
в	Wyong Interchange	12:19	12:34	12:49	13:34	13:49	14:19	14:34	14:49	15:34	15:49	16:19
C	Wadalba Pacific Highway & Figtree Boulevard	-) :	13:01	-	14:01	-	: He	15:01		16:01	
D	Wyong Pollock Avenue & Jensen Road	52. ľ	12:43		13:43	-	100	14:43		15:43		
E	Tacoma Wolseley Avenue & Hillcrest Avenue	12:29	<i></i>		-	-	14:29			-		16:29
F	Wyongah Kilpa Road & Murrawal Road	##C	12:48	-	13:48	-		14:48	344	15:48	-	-0
G	Kanwal Wahroongah Road at Glenmere Village	12:40		-		_	14:40	-	4	Ξ÷.	-	16:40
н	Wyong Hospital Craigie Avenue & Pacific Highway	12:44	÷	13:04		14:04	14:44	100	15:04) – 1	16:04	16:44
1	Kanwal Shops Walker Avenue & Heritage Drive	=3		13:08	-	14:08	_	-	15:08		16:08	_
1	Gorokan Howelston Road & Marks Road	=2	12:56	-	13:56	-		14:56	-	15:56		100
к	Lake Haven Interchange	12:56	13:04	13:15	14:04	14:15	14:56	15:04	15:15	16:04	16:15	16:56

	Saturday (continued)	ف	Ġ	Ġ	Ġ	ė.	Ġ	Ġ	Ġ	Ġ	ف
map ref	Service information	81	80	81	80	82	81	81	81	81	81
А	Tuggerah Westfield	16:26	16:41	17:26	17:41	18:11	18:26	18:58	19:58	20:58	22:03
В	Wyong Interchange	16:34	16:49	17:34	17:49	1 8:19	18:34	19:05	20:05	21:05	22:10
С	Wadalba Pacific Highway & Figtree Boulevard	<u> </u>	17:01		18:01	200	-		22		
D	Wyong Pollock Avenue & Jensen Road	16:43		17:43	300	-	18:43	19:13	20:13	21:13	22:18
Е	Tacoma Wolseley Avenue & Hillcrest Avenue		<u> </u>	2-6	-	18:29		-	++ - -1	200	-
F	Wyongah Kilpa Road & Murrawal Road	16:48	2	17:48	-	-	18:48	19:18	20:18	21:18	22:23
G	Kanwal Wahroongah Road at Glenmere Village	111 1				18:40	-		$\leftrightarrow \mathbb{S}$	3 	:===
Н	Wyong Hospital Craigie Avenue & Pacific Highway	<u></u> 2	17:04		18:04	18:44	~	<u> </u>			34
1	Kanwal Shops Walker Avenue & Heritage Drive		17:08	-	18:08	-					177
J	Gorokan Howelston Road & Marks Road	16:56	-	17:56	-	-	18:56	19:25	20:25	21:25	22:30
к	Lake Haven Interchange	17:04	17:15	18:04	18:15	18:56	19:04	19:33	20:33	21:33	22:38

	Sunday & Public Holidays	Ġ	Ġ	Ġ	Ġ	¢.	Ġ	Ġ.	Ġ	Ġ	Ċ.
map ref	Service information	81	81	80	82	81	80	81	82	81	81
А	Tuggerah Westfield	08:55	09:55	09:55	10:15	10:55	11:55	11:55	12:15	12:55	13:55
в	Wyong Interchange	09:05	10:05	10:05	10:25	11:05	12:05	12:05	12:25	13:05	14:05
С	Wadalba Pacific Highway & Figtree Boulevard	-	-	10:13			12:13	-	-	-	-
D	Wyong Pollock Avenue & Jensen Road	09:12	10:12	-	_	11:12	_	12:12		13:12	14:12
Ε	Tacoma Wolseley Avenue & Hillcrest Avenue	:	-	-	10:32	_	÷	-	12:32	_	_
F	Wyongah Kilpa Road & Murrawal Road	09:17	10:17		_	11:17		12:17	—	13:17	14:17
G	Kanwal Wahroongah Road at Glenmere Village	-			10:40			1.775	12:40		-2
H	Wyong Hospital Craigie Avenue & Pacific Highway	_	_	10:15	10:43	-	12:15	_	12:43	-	_
1	Kanwal Shops Walker Avenue & Heritage Drive	_	_	10:18	-	-	12:18	-	-	-	-
J	Gorokan Howelston Road & Marks Road	09:23	10:23	_	_	11:23	_	12:23	_	13:23	14:23
к	Lake Haven Interchange	09:32	10:32	10:26	10:53	11:32	12:26	12:32	12:53	13:32	14:32

	Sunday & Public Holidays (continued)	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ	Ġ
map ref	Service information	82	81	80	81	82	80	81	81	81	81
A	Tuggerah Westfield	14:15	14:55	14:55	15:55	16:15	16:55	16:55	17:55	18:55	19:55
В	Wyong Interchange	14:25	15:05	15:05	16:05	16:25	17:05	17:05	18:05	19:05	20:05
C	Wadalba Pacific Highway & Figtree Boulevard	-	+++ 2	15:13	-	1.000	17:13				-
D	Wyong Pollock Avenue & Jensen Road	-	15:12	<u> </u>	16:12	744	-	17:12	18:12	19:12	20:12
Е	Tacoma Wolseley Avenue & Hillcrest Avenue	14:32	##2-1	-	-	16:32		-		=2	s
F	Wyongah Kilpa Road & Murrawal Road	-	15:17	\rightarrow	16:17		-	17:17	18:17	19:17	20:17
G	Kanwal Wahroongah Road at Glenmere Village	14:40			1	16:40	-	-	÷	-	-
Н	Wyong Hospital Craigie Avenue & Pacific Highway	14:43	=	15:15	-	16:43	17:15		***		
1	Kanwal Shops Walker Avenue & Heritage Drive	<u> </u>	_	15:18	-	_	17:18	-	-	-	2
J	Gorokan Howelston Road & Marks Road	-	15:23	_	16:23	-	-	17:23	18:23	19:23	20:23
к	Lake Haven Interchange	14:53	15:32	15:26	16:32	16:53	17:26	17:32	18:32	19:32	20:32

Tuggerah & Wyong to Lake Haven

Explanation of definitions and symbols

- D Bus operates via Pacific Hwy between Wyong & Johns Rd, omitting Pollock Av.
- H Bus operates public school holidays only.
- P Bus operates via Wyong TAFE.
- S Bus operates public school days only.
- X Connecting bus arrives or departs Tuggerah.
- & Wheelchair Accessible



Attachment 7

PRELIMINARY TRAFFICN ADVICE



Ref: 19/018

30th January 2019

ADW Johnson PO Bo 3717 TUGGERAH NSW 2259

Attention – Chris Smith

Dear Chris

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Reference is made to your recuest for preliminary advice on the above proposal. Intersect Traffic is in an eccellent position to provide this advice as it recently undertook traffic assessment work for the nearby Wadalba East residential Planning Proposal and has collected significant amount of traffic data in the area and has already undertaken some detailed modelling of key intersections.

Having reviewed the current plans for the proposal which has identified that the proposal will provide 219 seniors living dwellings accessed directly off Johns Road and noted the NSW Department of Planning advice regarding the cumulative impacts of other seniors living proposals in the area at 66 & 68 Wahroonga Road, Kanwal the following preliminary traffic advice is provided.

Cumulative Impacts

Following inspection of the local road network and a Nearmap review of the site it is considered that in respect of the known other developments in the area the following cumulative impacts would occur;

1. 66 & 68 Wahroonga Road, Kanwal – 30 & 58 Seniors Living dwellings.

These developments will have no cumulative impact on the local road network in the Johns Road area as traffic generated by these developments will mainly utilise Wahroonga Road to access the sub-arterial road network (Pacific Highway) at Hamlyn Terrace near Louisiana Road. Conversely the subject Johns Road proposal will utilise Johns Road and Orchid Way to access the sub-arterial road network (Pacific Highway) near Minnesota Road, Hamlyn Terrace and at the Wyong North roundabout. Therefore, traffic generation from these developments will not utilise the same part of the local road network as each other. There will however need to be consideration of these developments when reviewing the capacity of the Pacific Highway whereby cumulative impacts will occur. 2. Wadalba East Residential Planning Proposal

This development will have a cumulative impact on the local road network that will need to be considered when assessing the traffic impacts of the subject Johns Road seniors living proposal as traffic from both developments will utilise the same parts of the local road network to access the sub-arterial road network.

Traffic Generation

The latest NSW Roads and Maritime Services (NSW RMS) advice in regard to traffic generation from Seniors Living developments is contained in Technical Direction TDT 13/04. This document states that Seniors Living developments do not have an AM peak that coincides with the AM road network peak and in the PM peak the traffic generation rate is approlimately 0.4 vehicle trips per hour (vtph) per dwelling or 2.1 vehicle trips per day (vtpd) per dwelling. Based on these rates the traffic generation potential of the Johns Road Senior's Living proposal would be;

Peak Daily □ 219 □ 2.1 □ 460 vtpd; or Peak Hourly □ 219 □ 0.4 □ 88 vtph.

Noting the Wahroonga Road developments provide 118 dwellings the traffic generation from these developments would be 248 vtpd or 48 vtph.

The Wadalba East Planning Proposal generates appro imately 9,546 vtpd or 1,161 vtph spread over the local road network.

Trip Distribution

Whilst a more detailed trip distribution assessment would be undertaken at DA stage within a detailed traffic impact assessment report it is considered satisfactory at this stage to assume the following trip distribution from the proposal;

- 90 % of traffic will have an origin / destination west along Johns Road while 10 % would have an origin / destination east along Murrawal Road;
- At Orchid Way half the traffic i.e. 45 % of total traffic would have an origin / destination to the north along Orchid Way and half (45 % of total traffic) would have an origin / destination to the west along Johns Road to the Pacific Highway.
- Traffic on Orchid Way would be split as follows 20 % of total traffic lost to commercial development (Wadalba Shopping Village), 15% of total traffic with an origin / destination along Minnesota Road and 10 % of total traffic with an origin / destination to the east along Pacific Highway.
- Traffic on Johns Road west of Orchid Way would be split as follows: 10 % of total traffic would have an origin / destination south along Pollock Avenue, 5 % of total traffic would have an origin / destination north along Pacific Highway and 30 % would have an origin / destination west along the Pacific Highway.

Based on this trip distribution the two-way mid-block traffic volume increases on the local road network resulting from the development would be as follows;

- Murrawal Road east of site 9 vtph;
- Johns Road west of site 79 vtph;
- Orchid Way north of Johns Road 39 vtph;
- Johns Road west of Orchid Way 40 vtph;
- Minnesota Road north of Pacific Highway 13 vtph;
- Pacific Highway east of Minnesota Road 9 vtph;
- Pollock Avenue south of Johns Road 9 vtph
- Pacific Highway north of Johns Road 4 vtph; and
- Pacific Highway west of Johns Road 27 vtph.

On their own these traffic volume increases are considered insignificant and would not adversely impact on the traffic flows on the local road network.

If a basic 50 % east and 50 % west traffic distribution for the Kanwal seniors living developments is assumed at the Pacific Highway from Wahroonga Road the critical ma⊡mum traffic volume increase on the Pacific Highway on any leg is 24 vtph.

Intersect Traffic previously determined the following PM traffic volume increases on the impacted local road network from the Wadalba East residential planning proposal as follows;

- Johns Road west of site 244 vtph;
- Orchid Way north of Johns Road 233 vtph;
- Johns Road west of Orchid Way 523 vtph;
- Pollock Avenue south of Johns Road 522 vtph;
- > Pacific Highway north of Johns Road 159 vtph; and
- Pacific Highway west of Johns Road 218 vtph.

Therefore, the critical sections of the road network that are impacted by all the future developments in the area and the total additional traffic from all the developments on these road sections are as follows;

- Johns Road west of site 323 vtph;
- Orchid Way north of Johns Road 272 vtph;
- ➢ Johns Road west of Orchid Way 563 vtph;
- Pollock Avenue south of Johns Road 531 vtph;
- > Pacific Highway north of Johns Road 187 vtph; and
- > Pacific Highway west of Johns Road 269 vtph.

Road Capacity

Intersect Traffic determined during the traffic assessment for the Wadalba East residential planning proposal that the local and state road network had the following two-way mid-block capacities;

- Pacific Highway 2,800 vtph;
- > Johns Road, Orchid Way, Pollock Avenue 1,800 vtph.

Mid-Block Traffic Impacts

Intersect Traffic determined during the traffic assessment for the Wadalba East residential planning proposal that the local and state road network had the following elisting and future PM traffic volumes (2016 and 2029) without any development occurring. Note 2029 volumes estimated from 2026 volumes determined in Wadalba East report by adopting a further 1.5 % background traffic growth for 3 years.

- 1. Pacific Highway west of Johns Road 2063 vtph and 2500 vtph;
- 2. Pacific Highway north of Johns Road 1948 vtph and 2370 vtph;
- 3. Pollock Avenue south of Johns Road 597 vtph and 840 vtph;
- 4. Johns Road west of Orchid Way 670 vtph and 940 vtph;
- 5. Orchid Way north of Johns Road 414 vtph and 540 vtph; and
- 6. Johns Road west of site 462 vtph and 650 vtph.

By adding the cumulative impacts of all the developments to the predicted 2029 traffic volumes results in the following post development traffic volumes (2029) on the critical legs of the local and state road network with the road capacity figures in brackets;

- 1. Pacific Highway west of Johns Road 2769 vtph; (2,800 vtph)
- 2. Pacific Highway north of Johns Road 2557 vtph; (2,800 vtph)
- 3. Pollock Avenue south of Johns Road 1371 vtph; (1,800 vtph)
- 4. Johns Road west of Orchid Way 1503 vtph; (1,800 vtph)
- 5. Orchid Way north of Johns Road 812 vtph; (1,800 vtph) and
- 6. Johns Road west of site 973 vtph (1,800 vtph).

As all the post development traffic volumes remain below the road capacity it is reasonable to conclude that no additional road widening, or additional travel lanes will be re Duired on the local and state road network as a result of the known future developments that impact on the local and state road network around Johns Road.

However, it is noted that the Pacific Highway is approaching capacity and may need to provide additional travel lanes in both directions at sometime in the future unless a major road network change occurs. In this respect NSW RMS and Central Coast Council are investigating the planning and construction of an arterial link road connecting the Pacific Highway at Wyong with Sparks Road at Warnervale to reduce the through traffic volumes on the Pacific Highway between Warnervale and Wyong. This would alleviate the need to provide additional lanes on the Pacific Highway between Kanwal and Wyong. i.e. near the site. The progress of this project can be further reviewed in a detailed traffic assessment at DA stage for this proposal.

Intersection Capacity and Impacts

Intersect Traffic determined during the traffic assessment for the Wadalba East residential planning proposal that local intersection upgrades would be re Duired at the Johns Road / Orchid Way intersection and the Johns Road / Pollock Avenue intersection as a result of that development. This development would also contribute to these works but even if 100 % cost was attributed to the developments this developments contribution to the works based on the traffic generating potential of the two developments would only be 7 % of the cost i.e. negligible.

It was noted that the Pacific Highway / Johns Road roundabout was nearing capacity on completion of the Wadalba East Residential development however with the development only generating an additional 31 vtph onto the roundabout which represents appro⊡mately only 1 % of e⊡sting traffic volumes on the roundabout it is reasonable to conclude that the proposal would not on its own adversely impact on the operation of the roundabout as it is generally accepted that traffic volume increases of less than 10% on an intersection will not adversely impact on the operation of the intersection. This would be similar for all intersections on the local and state road network affected by the proposed development. Again, this would be further investigated in a detailed traffic assessment for the proposal at DA stage.

Overall it is considered reasonable to conclude that the proposed development would not adversely impact on the operation of the nearby intersections on both the local and state road network.

Conclusion

Having undertaken this preliminary traffic assessment for a proposed senior living development at 125 – 135 Johns Road and 95 Murrawal Road, Wadalba it is considered reasonable to conclude that based on available information the proposal will not adversely impact on the local and state road network even considering the cumulative impacts of other known developments in the area. Whilst this could be further investigated and assessed at DA stage it is recommended that the proposal could be supported at this stage of the planning process.

If you re □uire further information or clarification, please do not hesitate to contact me on 02 4936 6200 or 0423 324 188.

Yours sincerely

a. barry

E: jeff@intersecttraffic.com.au PO BOX 268 EAST MAITLAND NSW 2323



Attachment 1 – Development Concept Plans



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Attachment 8

EMAIL FROM COUNCIL - 28TH JULY 2016

Beth Morrissey

From: Sent: To: Subject:

>Hi Gordon

Gordon Eacott <jacalata@bigpond.net.au> Thursday, 30 August 2018 1:29 PM Jarrad Eacott FW: Attached Image

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On 28/7/16, 8:10 am, "Duncan, Scott"
<Scott.Duncan@centralcoast.nsw.gov.au> wrote:
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>
>Thanks, we can discuss next week.
>
>Cheers
>
>Scott Duncan
>Section Manager
>Rezonings
>Central Coast Council
>P.O. Box 20, WYONG NSW 2259
>1:02 4350 5547
>m: 0437 739 010
>e: Scott.Duncan@centralcoast.nsw.gov.au
>
>PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
>
>
>
>
>----Original Message-----
>From: Gordon Eacott [mailto:jacalata@bigpond.net.au]
>Sent: Wednesday, 27 July 2016 4:56 PM
>To: Duncan, Scott
>Subject: FW: Attached Image
>
>
>Dear Scott
>
>Please find attached allotments I would like to discuss with you next
>Monday.
>
>Regards
>
>
>Gordon Eacott
>0408 255 811
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REQUEST FOR INFORMATION 7TH MARCH 2019

Chris Smith

From: Sent:	Glenn Hornal <glenn.hornal@planning.nsw.gov.au> Thursday, 7 March 2019 12:14 PM</glenn.hornal@planning.nsw.gov.au>
То:	Chris Smith
Cc:	Brooke Sauer
Subject:	RE: On Site Meeting SCC at 125-135 Johns Road and 95 Murrawal Rd, Wadalba

Hi Chris

The SCC Planning Report and some of the Appendices you submitted in November 2018 will need to be updated where relevant to reflect the new development proposal so it is consistent with the new information. Have a look at the following and make sure it is consistent with the new proposed development. I've sent you the November document for context.

- Planning Report Pages 1 to 11
- Appendix 6 Response to Cl.25(5)(b) of the SEPP
- Appendix 7 Other Relevant Matters
- The Preliminary Traffic submitted on 28 Feb 2019 and dated 30 Jan 2019 is based on the previous plans too it may be worth getting this updated too so the whole SCC Package is consistent.

Regards

Glenn Hornal Senior Planning Officer, Central Coast Department of Planning and Environment | PO Box 1148 | Gosford NSW 2250 T 02 4345 4409 E Glenn.Hornal@planning.nsw.gov.au



From: Glenn Hornal
Sent: Friday, 1 March 2019 11:00 AM
To: Chris Smith <chriss@adwjohnson.com.au>
Cc: Claire Swan <claire.swan@planning.nsw.gov.au>; Brooke Sauer <brookes@adwjohnson.com.au>
Subject: RE: On Site Meeting SCC at 125-135 Johns Road and 95 Murrawal Rd, Wadalba

Chris

Thanks for the updated info.

Regards

```
Glenn Hornal
Senior Planning Officer, Central Coast
Department of Planning and Environment | PO Box 1148 | Gosford NSW 2250
T 02 4345 4409 E <u>Glenn.Hornal@planning.nsw.gov.au</u>
```



From: Chris Smith <<u>chriss@adwjohnson.com.au</u>>
Sent: Thursday, 28 February 2019 5:48 PM
To: Glenn Hornal <<u>Glenn.Hornal@planning.nsw.gov.au</u>>
Cc: Claire Swan <<u>claire.swan@planning.nsw.gov.au</u>>; Brooke Sauer <<u>brookes@adwjohnson.com.au</u>>
Subject: RE: On Site Meeting SCC at 125-135 Johns Road and 95 Murrawal Rd, Wadalba

Hi Glenn,

Please see attached response to your earlier communications.

Please do not hesitate to call if you have any questions.

Regards, Chris Smith SENIOR TOWN PLANNER



Central Coast Office 5 Pioneer Avenue, Tuggerah PO Box 3717, Tuggerah NSW 2259 Email : <u>chriss@adwjohnson.com.au</u> Website: <u>www.adwjohnson.com.au</u> Ph: 02 4305 4300

Mobile: 0423 747 099

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From: Glenn Hornal [mailto:Glenn.Hornal@planning.nsw.gov.au]
Sent: Friday, 8 February 2019 9:29 AM
To: Chris Smith <<u>chriss@adwiohnson.com.au</u>>
Cc: Claire Swan <<u>claire.swan@planning.nsw.gov.au</u>>
Subject: On Site Meeting SCC at 125-135 Johns Road and 95 Murrawal Rd, Wadalba

Chris

As discussed at the on-site meeting yesterday at 125 Johns Road, Wadalba please provide the additional information as identified in the Department's email of the 16 January 2019. I have reproduced it for your convenience:

- Clarification of dwelling numbers and locations. The site plan provided within appendix 3 shows approximately 56 "over and under" buildings that would be located within the 60m APZ as shown in Figure 8 of appendix 7. This equates to approximately 112 dwellings that may not be permitted on site.
- Indicative floorplans of all proposed town house concepts (3 and 4 are not provided in the current application), and are required.
- A site section indicating NGL and proposed excavation required to locate the under and over type development is required.
- An indicative FSR for the site and HOB of structures is required.

- There are flood issues present on site that would also cut egress in both directions from the site in peak events. These issues are to be noted and mitigation measures discussed.
- The cumulative impact study is limited and does not address the existing capacity of services and infrastructure and the future demand generated by the other SCC developments in the vicinity. It refers only to the rezoning of the WELOG site. No evidence-based studies or similar are offered in support of the cumulative impact study. As a guide, the following should be included.
 - Water and reticulated sewers how these work, where they connect, what indicative costs are involved, what staging is proposed.
 - Public transport what additional services could be provided, would additional stops be required.
 - Road infrastructure and traffic can the existing roads take the additional demand generated, what upgrades are required, how these upgrades could be facilitated.
 - Proposed financial arrangements or works in kind for services and infrastructure provision if required have discussions been undertaken with Council regarding the provision of infrastructure.

The cumulative impact statement provided offers an inadequate assessment of the impacts and relies wholly upon works to be undertaken by the developers of WELOG to cater for any and all impacts created by this development. There is no indication that the studies undertaken by the developers of WELOG took into account any additional demand from the subject site.

- The application states the proponent has discussed this proposal with Council's planners and minutes are provided in Appendix 6. There are no minutes provided.
- Gradient unknown for footpath movements within the development. (clause 26 of SEPP Seniors)

Please submit the required documentation with the updated SCC package or withdraw the SCC application by close of business on 28 February 2019 or the Department will progress the SCC to the Regional Planning Panel for a determination with the information as currently submitted.

regards

Glenn Hornal Senior Planning Officer, Central Coast Department of Planning and Environment | PO Box 1148 | Gosford NSW 2250 T 02 4345 4409 E Glenn.Hornal@planning.nsw.gov.au





AMENDED PRELIMINARY TRAFFIC ADVICE, DATED 21st MARCH 2019



Ref: 19/018

21st March 2019

ADW Johnson PO Box 3717 TUGGERAH NSW 2259

Attention – Chris Smith

Dear Chris

RE: Preliminary Traffic Advice – Seniors Living Development – Lot 1 DP 373539 and Lots 1168 & 1169 DP 812203 – 125 – 135 Johns Road and 95 Murrawal Road, Wadalba.

Reference is made to your request for preliminary advice on the above proposal. Intersect Traffic is in an excellent position to provide this advice as it recently undertook traffic assessment work for the nearby Wadalba East residential Planning Proposal and has collected significant amount of traffic data in the area and has already undertaken some detailed modelling of key intersections.

Having reviewed the current plans for the proposal which has identified that the proposal will provide 202 seniors living dwellings accessed directly off Johns Road and noted the NSW Department of Planning advice regarding the cumulative impacts of other seniors living proposals in the area at 66 & 85 Wahroonga Road, Kanwal the following preliminary traffic advice is provided.

Cumulative Impacts

Following inspection of the local road network and a Nearmap review of the site it is considered that in respect of the known other developments in the area the following cumulative impacts would occur;

1. 66 & 85 Wahroonga Road, Kanwal – 30 & 58 (Total 88) Seniors Living dwellings.

These developments will have no cumulative impact on the local road network in the Johns Road area as traffic generated by these developments will mainly utilise Wahroonga Road to access the sub-arterial road network (Pacific Highway) at Hamlyn Terrace near Louisiana Road. Conversely the subject Johns Road proposal will utilise Johns Road and Orchid Way to access the sub-arterial road network (Pacific Highway) near Minnesota Road, Hamlyn Terrace and at the Wyong North roundabout. Therefore, traffic generation from these developments will not utilise the same part of the local road network as each other. There will however need to be consideration of these developments when reviewing the capacity of the Pacific Highway whereby cumulative impacts will occur.

M: 0423 324 188

P: 02 4936 6200

2. Wadalba East Residential Planning Proposal

This development will have a cumulative impact on the local road network that will need to be considered when assessing the traffic impacts of the subject Johns Road seniors living proposal as traffic from both developments will utilise the same parts of the local road network to access the sub-arterial road network.

Traffic Generation

The latest NSW Roads and Maritime Services (NSW RMS) advice in regard to traffic generation from Seniors Living developments is contained in Technical Direction TDT 13/04. This document states that Seniors Living developments do not have an AM peak that coincides with the AM road network peak and in the PM peak the traffic generation rate is approximately 0.4 vehicle trips per hour (vtph) per dwelling or 2.1 vehicle trips per day (vtpd) per dwelling. Based on these rates the traffic generation potential of the Johns Road Senior's Living proposal would be;

Peak Daily = $202 \times 2.1 = 425$ vtpd; or Peak Hourly = $202 \times 0.4 = 81$ vtph.

Noting the Wahroonga Road developments provide 88 dwellings the traffic generation from these developments would be 185 vtpd or 36 vtph.

The Wadalba East Planning Proposal generates approximately 9,546 vtpd or 1,161 vtph spread over the local road network.

Trip Distribution

Whilst a more detailed trip distribution assessment would be undertaken at DA stage within a detailed traffic impact assessment report it is considered satisfactory at this stage to assume the following trip distribution from the proposal;

- 90 % of traffic will have an origin / destination west along Johns Road while 10 % would have an origin / destination east along Murrawal Road;
- At Orchid Way half the traffic i.e. 45 % of total traffic would have an origin / destination to the north along Orchid Way and half (45 % of total traffic) would have an origin / destination to the west along Johns Road to the Pacific Highway.
- Traffic on Orchid Way would be split as follows 20 % of total traffic lost to commercial development (Wadalba Shopping Village), 15% of total traffic with an origin / destination along Minnesota Road and 10 % of total traffic with an origin / destination to the east along Pacific Highway.
- Traffic on Johns Road west of Orchid Way would be split as follows: 10 % of total traffic would have an origin / destination south along Pollock Avenue, 5 % of total traffic would have an origin / destination north along Pacific Highway and 30 % would have an origin / destination west along the Pacific Highway.

Based on this trip distribution the two-way mid-block traffic volume increases on the local road network resulting from the development would be as follows;

- Murrawal Road east of site 9 vtph;
- Johns Road west of site 73 vtph;
- Orchid Way north of Johns Road 36 vtph;
- Johns Road west of Orchid Way 37 vtph;
- Minnesota Road north of Pacific Highway 12 vtph;
- Pacific Highway east of Minnesota Road 9 vtph;
- Pollock Avenue south of Johns Road 9 vtph
- Pacific Highway north of Johns Road 4 vtph; and
- Pacific Highway west of Johns Road 25 vtph.

On their own these traffic volume increases are considered insignificant and would not adversely impact on the traffic flows on the local road network.

If a basic 50 % east and 50 % west traffic distribution for the Kanwal seniors living developments is assumed at the Pacific Highway from Wahroonga Road the critical maximum traffic volume increase on the Pacific Highway on any leg is 18 vtph.

Intersect Traffic previously determined the following PM traffic volume increases on the impacted local road network from the Wadalba East residential planning proposal as follows;

- Johns Road west of site 244 vtph;
- Orchid Way north of Johns Road 233 vtph;
- Johns Road west of Orchid Way 523 vtph;
- Pollock Avenue south of Johns Road 522 vtph;
- Pacific Highway north of Johns Road 159 vtph; and
- Pacific Highway west of Johns Road 218 vtph.

Therefore, the critical sections of the road network that are impacted by all the future developments in the area and the total additional traffic from all the developments on these road sections are as follows;

- Johns Road west of site 317 vtph;
- Orchid Way north of Johns Road 269 vtph;
- Johns Road west of Orchid Way 560 vtph;
- Pollock Avenue south of Johns Road 531 vtph;
- Pacific Highway north of Johns Road 181 vtph; and
- Pacific Highway west of Johns Road 261 vtph.

Road Capacity

Intersect Traffic determined during the traffic assessment for the Wadalba East residential planning proposal that the local and state road network had the following two-way mid-block capacities;

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- Pacific Highway 2,800 vtph;
- Johns Road, Orchid Way, Pollock Avenue 1,800 vtph.

Mid-Block Traffic Impacts

Intersect Traffic determined during the traffic assessment for the Wadalba East residential planning proposal that the local and state road network had the following existing and future PM traffic volumes (2016 and 2029) without any development occurring. Note 2029 volumes estimated from 2026 volumes determined in Wadalba East report by adopting a further 1.5 % background traffic growth for 3 years.

- 1. Pacific Highway west of Johns Road 2063 vtph and 2500 vtph;
- 2. Pacific Highway north of Johns Road 1948 vtph and 2370 vtph;
- 3. Pollock Avenue south of Johns Road 597 vtph and 840 vtph;
- 4. Johns Road west of Orchid Way 670 vtph and 940 vtph;
- 5. Orchid Way north of Johns Road 414 vtph and 540 vtph; and
- 6. Johns Road west of site 462 vtph and 650 vtph.

By adding the cumulative impacts of all the developments to the predicted 2029 traffic volumes results in the following post development traffic volumes (2029) on the critical legs of the local and state road network with the road capacity figures in brackets;

- 1. Pacific Highway west of Johns Road 2761 vtph; (2,800 vtph)
- 2. Pacific Highway north of Johns Road 2551 vtph; (2,800 vtph)
- 3. Pollock Avenue south of Johns Road 1371 vtph; (1,800 vtph)
- 4. Johns Road west of Orchid Way 1500 vtph; (1,800 vtph)
- 5. Orchid Way north of Johns Road 809 vtph; (1,800 vtph) and
- 6. Johns Road west of site 967 vtph (1,800 vtph).

As all the post development traffic volumes remain below the road capacity it is reasonable to conclude that no additional road widening, or additional travel lanes will be required on the local and state road network as a result of the known future developments that impact on the local and state road network around Johns Road.

However, it is noted that the Pacific Highway is approaching capacity and may need to provide additional travel lanes in both directions at sometime in the future unless a major road network change occurs. In this respect NSW RMS and Central Coast Council are investigating the planning and construction of an arterial link road connecting the Pacific Highway at Wyong with Sparks Road at Warnervale to reduce the through traffic volumes on the Pacific Highway between Warnervale and Wyong. This would alleviate the need to provide additional lanes on the Pacific Highway between Kanwal and Wyong. i.e. near the site. The progress of this project can be further reviewed in a detailed traffic assessment at DA stage for this proposal.

Intersection Capacity and Impacts

Intersect Traffic determined during the traffic assessment for the Wadalba East residential planning proposal that local intersection upgrades would be required at the Johns Road / Orchid Way intersection and the Johns Road / Pollock Avenue intersection as a result of that development. This development would also contribute to these works but even if 100 % cost was attributed to the developments this developments contribution to the works based on the traffic generating potential of the two developments would only be 7 % of the cost i.e. negligible.

It was noted that the Pacific Highway / Johns Road roundabout was nearing capacity on completion of the Wadalba East Residential development however with the development only generating an additional 31 vtph onto the roundabout which represents approximately only 1 % of existing traffic volumes on the roundabout it is reasonable to conclude that the proposal would not on its own adversely impact on the operation of the roundabout as it is generally accepted that traffic volume increases of less than 10% on an intersection will not adversely impact on the operation of the intersection. This would be similar for all intersections on the local and state road network affected by the proposed development. Again, this would be further investigated in a detailed traffic assessment for the proposal at DA stage.

Overall it is considered reasonable to conclude that the proposed development would not adversely impact on the operation of the nearby intersections on both the local and state road network.

Conclusion

Having undertaken this preliminary traffic assessment for a proposed senior living development at 125 – 135 Johns Road and 95 Murrawal Road, Wadalba it is considered reasonable to conclude that based on available information the proposal will not adversely impact on the local and state road network even considering the cumulative impacts of other known developments in the area. Whilst this could be further investigated and assessed at DA stage it is recommended that the proposal could be supported at this stage of the planning process.

If you require further information or clarification, please do not hesitate to contact me on 02 4936 6200 or 0423 324 188.

Yours sincerely

a. barry

Jeff Garry Director Intersect Traffic

P: 02 4936 6200











VILLA TYPE 1 & 2

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TOWNHOUSE TYPE 1' UPPER PERSPECTIVE











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UNIT 2 FLOOR PLAN



WATER AND WASTEWATER SERVICING PRELIMINARY ASSESSMENT, DATED 20TH FEBRUARY 2019



190528P JY/BM

20th February 2019

Regional Manager Department of Planning PO Box 1148 GOSFORD NSW 2250

Attention: Glenn Hornal

Dear Glenn,

RE: PROPOSED WATER AND WASTEWATER SERVICING PROPOSED SENIORS LIVING DEVELOPMENT JOHNS ROAD, WADALBA

This letter outlines the proposed water and wastewater servicing for a proposed seniors living development located on Lot 1 DP 373539, Lot 1168 DP 812203 and Lot 1169 DP 812203 Johns Road, Wadalba. This letter has been written to accompany a Site Compatibility Certificate application lodged with the Department of Planning.

The servicing advice contained within this letter is based upon Council servicing advice attached to this letter as well as the DW ater and Wastewater Servicing StrategyDRevision D completed by ADW Johnson November 2017 for the Wadalba East Land Owners Group (WELOG).

WATER SERVICING

In terms of water servicing, currently along the lot frontage of the proposed site runs a DN300 water main. It is believed that the DN300 water main would have sufficient capacity to service the development. The water main would produce pressures within the site of approximately 30m to 70m depending upon the elevation. Refer to Exhibit 1 attached.

ADW JOHNSON PTY LIMITED

ABN 62 129 445 398

Sydney

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WASTEWATER SERVICING

In terms of wastewater servicing, the site has four (4) main options. The options being:

- Option 1: Install a pressure sewer system and pump directly to existing SPS CH26□
- Option 2: Install a pressure sewer system and pump, or gravitate to a proposed adjoining SPS which in turn will pump to existing SPS CH26
- Option 3: Drain via gravity sewer to WWPS 3 proposed in the previously identified serving strategy for the WELOG site
- Option 4: Install a pressure sewer system and pump/gravitate to WWPS 3 proposed in the previously identified serving strategy for the WELOG site.

Refer to Exhibit 2 attached which details each of the above options.

The option chosen will largely be dictated by land ownership/permits to enter, environmental issues and timing of adjoining works. Additionally, the topography of the area will dictate the depth of the gravity sewer for Option 4 if this is the chosen option.

Table 1 outlines the wastewater loads for the four options. Note each option will yield the same wastewater loads from the proposed development.

Number of Units	ET	ADWF (L/s)	r	PDWF (L/s)	SA (L/s)	PWWF (L/s)
215	143	1.0	3.1	2.9	12.5	15.4

Table 1 – Proposed Wastewater Loads

The components of the four options that are external to the site, i.e. the rising mains or gravity mains, would not reduire staging. The internal pressure sewer unit, if reduired, may reduire staging in terms of the pumps utilised. The stating of the internal pressure sewer unit, if reduired, would be determined at the detailed design stage.

For the purposes of this letter, Option 1 has been adopted as it is the only option that does not rely on the timing of adjoining works. Option 1 will utilise the existing capacity of SPS CH26. The existing capacity is 16.8L/s as outlined in an email from Council attached to this letter. Based on the proposed load of 15.4L/s from the development there is sufficient existing capacity within SPS CH26.

We have completed an estimated cost analysis for Option 1 based on other similar projects and expect the construction cost to be approximately 2460,000 including the proposed SPS and the rising main.



Based on the above information the proposal to connect the proposed seniors living developments wastewater to existing SPS CH26 is okay subject to detailed design and Council approval.

CUMULATIVE IMPACT

The proposed development has a number of potential surrounding developments, particularly those noted at 66 and 85 Wahroonga Road, Kanwal. The proposed water and wastewater servicing options as outlined above would not impact on these potential surrounding developments as they would be serviced off a different water main and are in a different wastewater catchment.

CONCLUSION

As shown in this letter, the proposed seniors living development located on Lot 1 DP 373539, Lot 1168 DP 812203 and Lot 1169 DP 812203 Johns Road, Wadalba is able to be serviced from a waste and wastewater perspective. Furthermore the proposed developments water and wastewater servicing will not have a cumulative impact on the proposed surrounding developments.

We trust this information is satisfactory to address the high level servicing of the proposed seniors living development. Should you wish to discuss the above matter further, please do not hesitate to contact me on 43054300 or email jasony. adwjohnson.com.au.

Yours faithfully,

Jason Yeo Civil Engineer ADW JOHNSON

Jason Yeo

То:	Leon Dawes; Luke Drury
Cc:	Johnson Zhang; Chris Smith
Subject:	RE: 125-135 Johns Road and 95 Murrawal Road, Wadalba

From: Leon Dawes [mailto:Leon.Dawes@centralcoast.nsw.gov.au]

Sent: Monday, 18 February 2019 3:41 PM

To: Jason Yeo <jasony@adwjohnson.com.au>; Luke Drury <Luke.Drury@centralcoast.nsw.gov.au> Cc: Johnson Zhang <Johnson.Zhang@centralcoast.nsw.gov.au>; Chris Smith <chriss@adwjohnson.com.au> Subject: RE: 125-135 Johns Road and 95 Murrawal Road, Wadalba

Hi Jason,

Thanks for clarifying your proposal. While I can confirm some of the details you are after, Im not sure what our policy is on how much available capacity we can allocate to private pumping stations. I do see it as a risk to the business if we dontheast limits in this regard. These matters aside, we can confirm that SPS CH26 has a total capacity of 40L/s. The inflow from the gravity catchment is theoretically around 11.2L/s under PWWF condition. Based on a pump/system curve analysis of the upstream SPS CH34, it contributes an additional 12L/s. So based on these theoretical estimates, there is currently spare capacity within the system of approlimately 16.8L/s.

I hope this is the detail you are seeking but feel free to call if there is further info that you are after.

Regards

Section Manager Water Services and Design Water Planning and Development D. C. Bol 20 Wyong, NSW 2259 02 4350 5323 0447 382 249 Leon.Dawes@centralcoast.nsw.gov.au



Please consider the environment before printing this email

From: Jason Yeo [mailto:jasony@adwjohnson.com.au]
Sent: Monday, 18 February 2019 2:42 PM
To: Leon Dawes; Luke Drury
Cc: Johnson Zhang; Chris Smith
Subject: RE: 125-135 Johns Road and 95 Murrawal Road, Wadalba

Hi Leon,

Thank you for your response below.

The current thinking is that the proposed private SPS would pump to CH26 SPS and when WELOG gets developed it is assumed CH26 SPS would get decommissioned and would gravitate to the main WELOG SPS.

In terms of why we are completing this work now, please see the below explanation:

The subject land is currently oned RU6 Transition. Council Draft Central Coast LEP shows that this one will be carried over into the immediate future.

The site is located within Precinct 3B of the North Wyong Shire Structure Plan, and whilst identified as future residential area, is not subject to any current reconing application (Planning Proposal).

Done RU6, provides for a number of permitted uses, including dwelling houses and dual occupancies, but importantly (in this case), also allows a proponent to seek DA approval for a seniors living development through the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. Amongst other matters, an application for a Site Compatibility Certificate (SCC) and subsequent DA under the SEPP, must consider the availability of relevant services in the locality, existing, planned and/or capable of being augmented.

ADWJ is aware of services generally available in the locality, including a servicing strategy for land immediately adjacent to the west at 137 Johns Rd. ADWJ now seeks Council[®] further comments in relation to the capacity of SPS CH26 located to the west along Johns Rd.

Feel free to call to discuss if re□uired.

Regards,



Jason Yeo CIVIL ENGINEER Central Coast Office 02 4305 4300 0448 297 359 Email : jasony adwjohnson.com.au Website: www.adwjohnson.com.au

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