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Ms Lousie Starkey
Department of Planning and Environment
Hunter and Central Coast Region
Central Coast Office
Level 3, 107-109 Mann Street
Gosford NSW 2250

Dear Madam,

**RE: Site Compatibility Certificate – Councils Response
 Woy Woy Sporties, 184-186 Brickwharf Road and 1 North Burge Road, Woy
 Woy
 State Environmental Planning Policy (Housing for Seniors or People with a
 Disability) 2004**

On 4 November 2016, the Department of Planning and Environment received an application for a site compatibility certificate for 184-186 Brickwharf Road and 1 North Burge Road, Woy Woy (Lot 151, 152 DP 818343 and Lot 369 DP 755251), under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (the SEPP).

Under clause 25(5) of the SEPP, the Secretary of the Department must not issue a site compatibility certificate unless Council's written comments concerning the consistency of the proposed development with the criteria listed in that clause has been received:

5) *The Director-General must not issue a site compatibility certificate unless the Director-General:*

- (a) has taken into account the written comments (if any) concerning the consistency of the proposed development with the criteria referred to in paragraph (b) that are received from the relevant General Manager within 21 days after the application for the certificate was made, and*
- (b) is of the opinion that the proposed development is compatible with the surrounding land uses having regard to (at least) the following criteria:*
 - (i) the natural environment (including known significant environmental values, resources or hazards) and the existing uses and approved uses of land in the vicinity of the proposed development,*
 - (ii) the impact that the proposed development is likely to have on the uses that, in the opinion of the Director-General, are likely to be the future uses of that land,*

- (iii) *the services and infrastructure that are or will be available to meet the demands arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision,*
- (iv) *in the case of applications in relation to land that is zoned open space or special uses—the impact that the proposed development is likely to have on the provision of land for open space and special uses in the vicinity of the development,*
- (v) *without limiting any other criteria, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land in the vicinity of the development,*
- (vi) *if the development may involve the clearing of native vegetation that is subject to the requirements of section 12 of the Native Vegetation Act 2003—the impact that the proposed development is likely to have on the conservation and management of native vegetation.*

As such, Council provides the following response pursuant to Clause 25(5) of the SEPP.

THE PROPOSAL

1. Construction of approximately 63 self-care housing units fronting Brick Wharf Road and North Burge Road. The development will be 4 storeys in height. Pedestrian access to the self-care housing units will be separated from the club building.
2. Car parking will be provided at ground level for approximately 89 cars. The car parking will be screened from the surrounding areas by the building structure and landscaping. Approximately 42 re-configured on street car parking spaces will be provided along North Burge Road. The car parking will be realigned from the existing 90 degree parking to an angle parking alignment to enable the provision of a footpath along the western side of North Burge Road.
3. The existing Woy Woy Sporties building will be demolished and rebuilt towards the north-eastern corner of the site. The Club will include a bistro, auditorium, gaming and bar areas. A rooftop bowling green is proposed on Level 3 of the building.
4. Development consent 45969/2014 was granted by Gosford City Council on 16 December 2014 for 6 café tenancies adjacent to the existing Club building. Similar to the previously approved development, 6 cafe tenancies are proposed to complement the club development. The cafe tenancies will be positioned along the north-western corner of the site with an associated boardwalk overlooking Brisbane Water.

PLANNING

5. The site is predominantly zoned RE2 Private Recreation zone under the Gosford LEP 2014, however, 184 Brick Wharf Road is used by the club for ancillary uses (storage, waste collection, maintenance etc.) and is zoned R2 Low Density Residential. Seniors Housing is a prohibited use in the RE2 zone and a permissible use in the R2 zone. The SEPP permits development with consent.
6. The surrounding locality is characterised by low to medium density residential development and public reserves. The construction of a new club building and cafes is consistent with the established use and recent approvals over the site. It is noted that no assessment has occurred with regard to the amenity impact to surrounding residents given the lack of details provided on the submitted plans. However, Council considers the seniors housing component is compatible with the residential character of the area and can be designed to ensure minimal impact on surrounding residents in terms of privacy, overshadowing or view loss.
7. It is considered the continuation of the club use, cafe tenancies and the seniors housing development will not detrimentally impact on existing and future land uses in the vicinity of the site. The proposed improvements to car parking along North Burge Road including a pedestrian path will improve the public domain. The provision of on-site car parking will ensure that there will be no negative parking impacts on the surrounding streets and Lions park car park and boat ramp area.
8. It appears no parking has been provided for the club or commercial uses and this must be addressed in detail in any future DA. Reliance on public parking for private use has a detrimental impact on adjoining residents and is not supported.
9. The development is located in close proximity to services and transport.

ENVIRONMENT COMMENTS

10. The site is mapped as containing Class 2 Acid Sulfate Soils. Due to the extent of earthworks likely to occur during construction, an Acid Sulfate Soil Management Plan will be required. This can be provided with the Application or as a condition prior to issue of Construction Certificate.
11. The proposal does not involve the clearing of native vegetation that is subject to the requirements of section 12 of the Native Vegetation Act 2003

ENGINEERING COMMENTS

12. Flooding - The development is in an area that is affected by inundation from the Brisbane Water in a 1% AEP flood event. The 1% AEP flood level is RL1.59m AHD with a corresponding minimum floor level (flood planning level) of RL 2.29m AHD (based on the flood level + 0.5m freeboard + 0.2m sea level rise). Given the projected life of the proposed building, the Applicant is encouraged to consider adopting a higher minimum floor level based on the design life of the proposed development.

13. Footpath - Council requires that the footpath be widened to comply with Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths, Section 6 "Design Criteria for Pedestrian Paths". Table 6.1 stipulates widths of the footpath between 1.8m to 2.4m, depending on the level of pedestrian use and the requirement to permit 2 wheelchairs to comfortably pass. In addition, the on-street parking spaces are to comply with AS 2890.5 -1993. NB the length of parking bays (angled or perpendicular) shall be based on no car overhanging over the footpath.

Dedication of a strip of land as mentioned in the pre-DA will assist in providing a wider footpath however it may not be enough to retain perpendicular parking across the frontage of the site in North Burge Road, in which case angled or parallel parking shall be adopted.

A traffic engineer is to be engaged to determine a design solution that will satisfy the above mentioned requirements.

In the event that it is determined that angled or parallel parking is required, any shortfall in on-street car parking spaces shall be accommodated on site. If the development requires the construction of a basement car park level, the minimum crest level and bunding to a basement car park shall be at the adopted minimum floor level.

Changes to the road geometric layout including footpath, parking lanes, and travel lanes will require the approval of the Local Traffic Committee.

14. Road Works - The development will require the removal and reconstruction of the kerb and gutter in North Burge Road on a new alignment to create the required footpath width (mentioned in the section above). A full width reinforced concrete footpath is required to be constructed between the realigned kerb and gutter and the modified property boundary. Vehicle crossings into the site shall be a heavy-duty vehicle crossings. The vehicle crossing servicing the waste collection area is to be designed to cater for the waste service vehicle. Contact Ross Spare (Council's Waste Officer for additional information). The vehicle crossing servicing the internal car park shall be designed to permit a B85 and B99 to pass each other.

15. Car Parking - Off-street car parking (internal) shall be designed in accordance with AS 2890.1:2004, AS 2890.2-2002, AS 2890.3-2015 and AS 2890.6:2009.
16. Traffic - A traffic impact report from a traffic engineer is to be submitted with a DA for the proposed development. The traffic engineer is to address traffic generation, car parking, manoeuvring, safety and compliance with AS 2890. In addition, the traffic engineer shall address the footpath, road lane widths and parking requirements mentioned above.
17. Stormwater Management Plan and Report - Any application for the proposed development shall be accompanied with a Water Cycle Management Plan (WCMP) Strategy demonstrating that the requirements of Section 6.7.6.5 will be complied with.

WATER & SEWER COMMENTS

18. The applicant was informed that Water and sewer is available to the land and the site is located within the Water & Sewer Redevelopment Services Plan Area. The developer shall be required to obtain a Section 307 certificate for development of the land.
19. W&S contribution calculation will take consideration to the existing development and provide credit towards the proposed development. As the proposed development consist of 3 distinctive activities, the development contribution will be calculated for the 3 types of activities: Seniors living, Club building, and café.
20. The developer was also advised that if the development is staged, the section 307 certificate can be staged which would facilitate the staged construction certificate.
21. Should the existing lots of the development site are consolidated into one lot, then the entire site require one sewer connection point and one water service connection and fire service. The developer may subdivide the complex into strata or community title subdivision.
22. The BOS condition may not be required, if the front fence is designed to provide 1m radial clearance to the sewer dead ends BH/DE & BP/DE. The proposed buildings seem to be more than 6m away from the nearby sewer main, therefore outside the ZOI of sewer main.

WASTE SERVICING

23. Submission of plans to indicate the ability of the minimum 10.0m long rear loading, dual rear axle residential waste collection HRV to enter and exit the site in a forward direction. A minimum 11.5m long waste servicing location is to be indicated adjacent to the residential waste storage enclosure to facilitate roll out of bulk waste bins for servicing. The waste servicing location must not impede general access to, from and within the site. A minimum 4.0m height clearance is to be indicated in all waste vehicle manoeuvring areas. Waste vehicle manoeuvring is to be demonstrated by turning template overlays to AS2890.2 and be designed and certified by the applicants Traffic Engineer. The waste collection vehicle/s must be entirely within the boundaries of the property while servicing waste.

Any proposal to forward entry/forward exit to the proposed development will be required to be demonstrated by swept path turning templates overlayed onto submission plans to indicate the waste vehicle entry/exit to the site without crossing the centre line of Brick Wharf Road or Burge Road.

24. Submission plans are to indicate fully dimensioned Residential waste storage enclosure/s. The principal waste storage enclosure must be sized to accommodate a minimum 3 x 1.1m³ mixed waste bulk bins for twice weekly servicing and 3 x 1.1m³ recyclable waste bulk bins for twice weekly servicing. A nominal number of 240 litre green waste MGB's may be proposed subject to adequate storage space within the Residential waste storage enclosure and suitable frontage for kerbside collection.
25. Separate fully dimensioned waste storage enclosures sized consistent with the Gosford City Council DCP are to be clearly indicated. Separate Retail waste storage enclosures are to be provided to minimise conflict between the proposed Bowling Club and the Retail tenancies.
26. The waste enclosure, bulk bin roll out area and 11.5m waste truck servicing area are to be indicated at a maximum gradient of 3%.
27. Waste Services advise Garbage chutes are for mixed waste only. Should garbage chutes be proposed an interim recycling cupboard/room adjacent to the garbage chutes must be indicated on each floor and be sized to accommodate a minimum of a single days recycling per floor. Manual transfer of the recycling containers to the principal waste storage enclosure must be addressed within the required Waste Management Plan and Waste Management Strategy. Transfer of MGB's into bulk waste bins will require a bin lifter or similar. Submission plans must identify a bin lifter location within the waste storage enclosure.
28. No obstructions to the wheel out of the waste bins is permitted including grills, speed humps, barrier kerbs etc.

29. Submission of a Waste Management Plan in accordance with the Gosford City Council Development Application Guide and Chapter 7.2 - Waste Management of Gosford DCP 2013 for all site preparation, demolition, construction, use of premises and on-going management of waste. All major demolition and construction components are required to be identified with an estimated volume of waste indicated. Ensure a figure is provided for residual waste to cover those materials that are unable or not feasible to separate.
30. Rules of thumb for estimating waste can be found under Appendix B Waste/Recycling Generation Rates of the Better Practice Guide for Waste Management in Multi-Unit Dwellings published by Department of Environment & Climate Change i.e., timber 5-7% of material ordered, bricks 5-10% of material ordered etc.
31. Submission of a Waste Management Strategy to detail how waste will be transferred from any interim waste storage room to the principal waste storage enclosure i.e., who will be responsible, frequency of transfer, path of travel etc.

ARCHITECTURAL

32. The context is one of single houses on individual blocks surrounded by gardens. A multi-unit development is supported in principle, but a design that divides the building into smaller sections with some variation in appearance and separated by landscaping would disguise the scale and be more consistent with the context.
33. There should be a large landscaped setback along the full length of the western boundary to screen the carpark from the adjoining residence and maintain the garden context.
34. Internal unit plans are not included but it is essential that there are no privacy impacts by ensuring windows do not open to public access ways and the proposal should comply with all controls and recommendation in SEPP 65 and the Apartment Design Guide (ADG).
35. No parking has been provided for the club or commercial uses. Reliance on public parking for private use has a detrimental impact on adjoining residents and is not supported. Some on street parking could be considered if it is divided by landscaped bays and is part of a comprehensive plan for public open space.
36. The internal planting is all on the slab and is therefore not deep soil. It is surrounded by buildings and located 3 storeys below the roof. It is doubtful any significant planting will survive in this location.

Should you have any enquires with regard to this matter please contact Antonia Stuart on (02) 4325 8126 between business hours, Monday to Friday.

Yours faithfully

A Stuart

Antonia Stuart
Town Planner