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Revised Planning Report**Site Compatibility Certificate Application for
Seniors Living – Proposed Retirement Village****Property:**

Lot 1 DP 373539, Lot 1168 & Lot 1169 DP 812203
125-135 Johns Road and 95 Murrawal Road,
Wadalba NSW

Applicant:

Johns Road Pty Ltd

Date:2nd April 2019

Document Control Sheet

Issue No.	Amendment	Date	Prepared By	Checked By
A	Draft		CS	CS
B	Draft for client review		CS	CS
C	Submission to DoP	23 November 2018	CS	CS
D	Revised Report	2 April 2019	CS	CS

Limitations Statement

This report has been prepared in accordance with and for the purposes outlined in the scope of services agreed between ADW Johnson Pty Ltd and the Client. It has been prepared based on the information supplied by the Client, as well as investigation undertaken by ADW Johnson and the sub-consultants engaged by the Client for the project.

Unless otherwise specified in this report, information and advice received from external parties during the course of this project was not independently verified. However, any such information was, in our opinion, deemed to be current and relevant prior to its use. Whilst all reasonable skill, diligence and care have been taken to provide accurate information and appropriate recommendations, it is not warranted or guaranteed and no responsibility or liability for any information, opinion or commentary contained herein or for any consequences of its use will be accepted by ADW Johnson or by any person involved in the preparation of this assessment and report.

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The Client should be aware that this report does not guarantee the approval of any application by any Council, Government agency or any other regulatory authority.

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Introduction

The following report is to be read in conjunction with the Site Compatibility Certificate application (SCC) made in accordance with the provisions of Chapter 3, Part 1A of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (the SEPP).

The proponent, Johns Road Pty Ltd, seeks to develop *seniors housing, in the form of serviced self-care housing*, upon the subject land being Lot 1 DP 373539, Lot 1168 & 1169 DP 812203, 125-135 Johns Road and 95 Murrawal Rd, Wadalba, in the Central Coast Council LGA.

The land is zoned RU6 Transition under the provisions of the Wyong Local Environmental Plan, 2013. Importantly, the land is immediately adjacent to land zoned R2 residential, being land zoned primarily for urban purposes.

The proposed development intends to comprise of 202 dwellings consisting of the following components:

- 6 single storey villas;
 - 116 independent-living units, contained in fifty-eight two (2) storey buildings;
 - 80 independent living units, contained in ten two (2) storey multi residential buildings with basement parking;
(202 Total unit yield)
- 1 (one) Community Centre with associated facilities including pool, lawn bowls and car park.

Plans of the proposed development are located within **Appendix 3**.

This report will provide an explanation as to how the future proposed development would be compatible with surrounding land uses and will also address the criteria and provide the relevant information as identified under the SCC application form.

Upon receipt of a SCC, the proponent intends to then lodge a development application with Central Coast Council.

This report has been prepared generally according to the structure of the *Site Compatibility Certificate Application* form, as amended by the Department of Planning and Environment in October 2018.

1. ☐ Applicant for the Site Compatibility Certificate (SCC)

ADW Johnson has been engaged by 'Johns Road Pty Ltd' ("the Applicant") to prepare and lodge the subject SCC. Further details are provided on the application form.

Post lodgement engagement

An SCC application was lodged by ADW Johnson Pty Ltd with the DoPE on behalf of Johns Road Pty Ltd on 23 November 2018. Consultation was carried out with the DoPE and ADW Johnson Pty Ltd following the submission of the original SCC Application.

Following an initial assessment by the DoPE, the consultation process identified a number of matters which required further investigation to demonstrate a more comprehensive assessment of the proposal, its impacts and the demonstration of compatibility with the Site and its surrounds. Accordingly, the DoPE sent a request for further information (**Appendix 8**) in relation to the matters requiring additional assessment.

A joint site meeting was held on 7 February 2019.

A formal response to the request for information was prepared by ADW Johnson Pty Ltd and submitted to the DoPE on 28 February 2019 (**Appendix 9**). As a result of the amended submission the DoPE issued an additional request on 7 March 2019 (**Appendix 10**) requiring that the SCC application's planning report is revised for the purposes of coherency and consistency in order to enable an appropriate assessment of the proposed development.

This report constitutes a revision of the original planning report submitted with the SCC application to the DoPE on 23 November 2018, and as such supersedes the original submission.

The ensuing sections of this report have considered and addressed the matters raised within the correspondence received from the DoPE.

2. Site and Proposed Development Details

Name of Proposal

N/A

Street Address

The street address of the subject site is 125-135 Johns Road and 95 Murrawal Rd, Wadalba, 2259. The subject site is located within the Central Coast Council Local Government Area.

Name of Property

N/A.

Real Property Description

The subject site is identified as Lot 1 DP 373539, Lot 1168 & 1169 DP 812203 Johns Road, Wadalba. A copy of the deposited plan is provided as **Appendix 1**, with a copy of the Certificate of Title provided as **Appendix 2**.

A summary of the subject parcels is provided below.

Lot DP	Street address	Area (ha)	Owner
Lot 1 DP 373539	135 Johns Rd Wadalba	4.13	DM & IM Soetens
Lot 1168 DP 812203	95 Murrawal Rd Kanwal	3.612	EG & DM Soetens
Lot 1169 DP 812203	125 Johns Rd Wadalba	2.963	DG & RL Butcher
Total area		10.705	

The consent of the owners to the lodgement of the SCC is attached to the application form.

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

A locality plan with aerial overlay is provided as Figure 1 (over page).

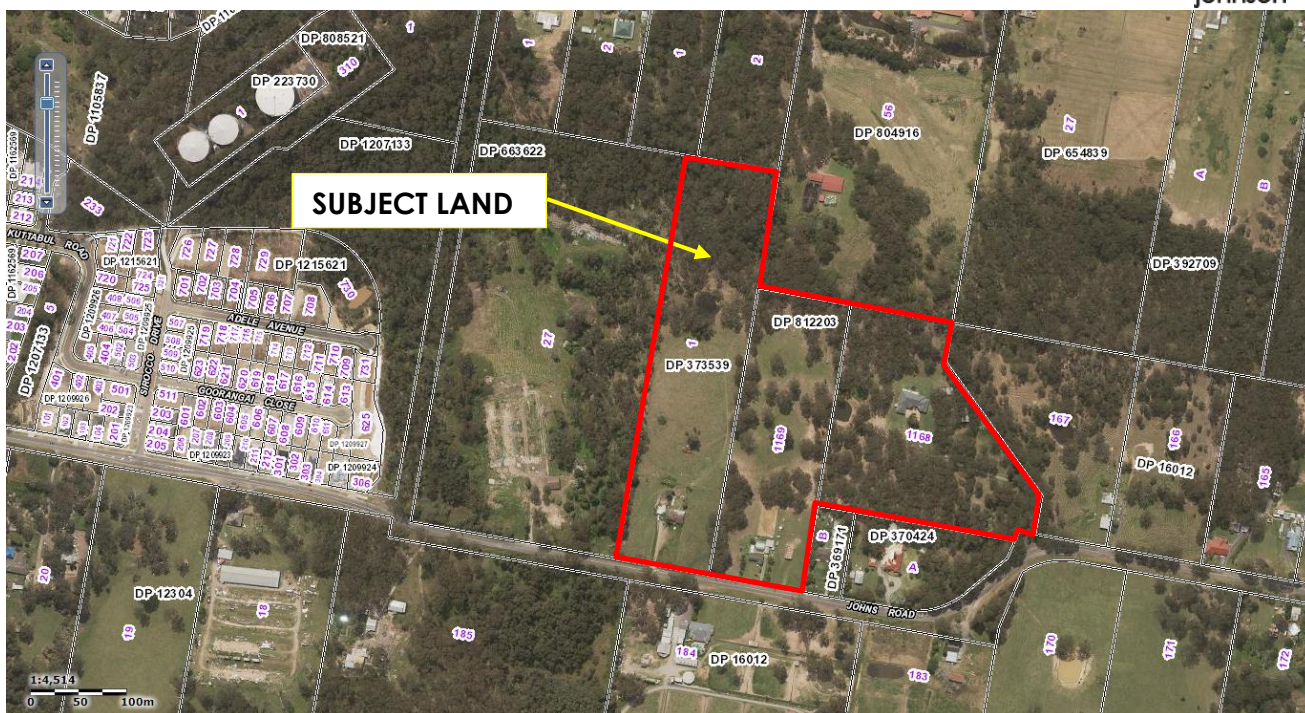


Figure1: Aerial image of site (Source: SIXMaps)

A detailed description of the **local context** and **site attributes** is provided in **Appendix 7**.

Description of Proposed Development

The proposal is for a *seniors housing* development (retirement village), in the form of **202** serviced self-care housing, and is anticipated to comprise the following configuration:

- 6 single storey villas;
 - 116 independent-living units, contained in fifty-eight two (2) storey buildings;
 - 80 independent living units, contained in ten two (2) storey multi residential buildings with basement parking;
- (202 total unit yield)**
- 1 (one) Community Centre with associated facilities including pool, lawn bowls and car park.

The 116 ILU's are provided as "up and down" townhouses, being a 2 storey building, but with each dwelling contained to a single level. Each dwelling will have direct access from the internal access road into a double garage, with access from the garage into the dwelling.

The 80 ILU's are contained in 10 x multi resident unit buildings, each containing basement parking, internal lift and single level living plans (4 units per floor).

Encompassed within this development will be all internal roads and servicing, visitor car parking, and extensive landscaping.

Draft concept plans for the proposed development are provided in **Appendix 3**, with an extract provided below.



It should be noted that the current layout plan incorporates approximately 16 buildings containing 44 units within the western Asset Protection Zone to adjacent Lot 27 DP663662, 137 Johns Road. This adjacent land was recently rezoned and is the subject of a Development Application for the creation of 58 residential allotments (Council Ref: 1419/2017).

At the time of writing, this adjacent DA was still under evaluation with the Central Coast Council. It is anticipated that there will be strong market demand for development of this site once approved.

The Proponent understands that approval of the proposed 44 units upon the subject land is contingent upon consent being granted for the adjacent residential development AND the construction of that estate (i.e., removal of vegetation/ bushfire risk). Until this occurs, or until a separate easement for the maintenance of an Asset Protection Zone (as permitted under Planning for Bushfire Protection 2006) is negotiated over Lot 27, those 16 buildings (44 units) will be deferred to a later stage of the project, but are included at this stage for completeness of overall site planning.

This SCC application seeks the Department's/Panel's consideration and inclusion of these 16 buildings (44 units) located within the western Asset Protection Zone in any conditional approval issued for the site.

In respect to the Asset Protection Zone to the south the necessary distance includes the 20 metre road reserve of Johns Road, plus landscaped area and appropriate setback within the site from Johns Road.

A detailed bushfire risk assessment, in accordance with Clause 27 of the SEPP will be undertaken and submitted with a future development application.

3. Relevance of SEPP

The development is proposed upon land zoned RU 6 under the Wyong Local Environmental Plan 2013 (WLEP 2013). This zone permits a number of uses, including dwelling houses, but not seniors living. An extract from the WLEP 2013 is provided below.

Wyong Local Environmental Plan 2013 <small>Current version for 27 July 2018 to date (accessed 4 September 2018 at 07:35)</small> Land Use Table > Zone RU6	
Zone RU6 Transition	
1 Objectives of zone	<ul style="list-style-type: none"> To protect and maintain land that provides a transition between rural and other land uses of varying intensities or environmental sensitivities. To minimise conflict between land uses within this zone and land uses within adjoining zones. To ensure that interim land uses do not have an adverse impact on the conservation or development potential of land identified for future investigation in the North Wyong Shire Structure Plan or Wyong Settlement Strategy.
2 Permitted without consent	Nil
3 Permitted with consent	Air transport facilities; Animal boarding or training establishments; Bed and breakfast accommodation; Building identification signs; Business identification signs; Community facilities; Dual occupancies; Dwelling houses; Electricity generating works; Emergency services facilities; Environmental facilities; Environmental protection works; Extensive agriculture; Farm buildings; Flood mitigation works; Home-based child care; Home businesses; Home industries; Home occupations; Horticulture; Information and education facilities; Recreation areas; Recreation facilities (outdoor); Research stations; Roads; Waste or resource management facilities; Water recreation structures; Water supply systems
4 Prohibited	Any development not specified in item 2 or 3

Figure 3: WLEP 2013 RU6 land use Table

More importantly, the site adjoins land zoned R2 *Low Density Residential* (approximately 5.5ha) along its western boundary (see Figure 4).

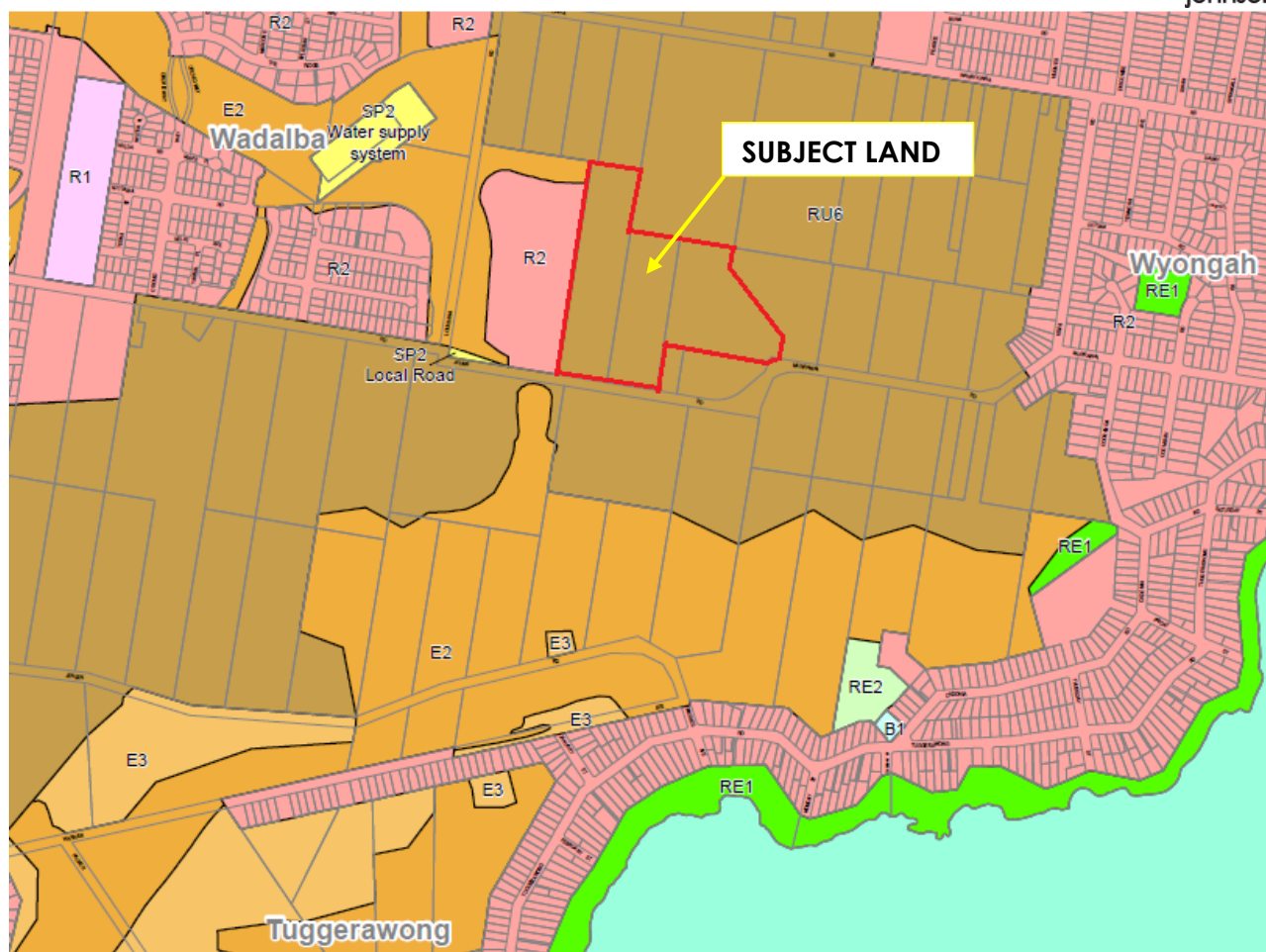


Figure 4: WLEP 2013 Zoning Map

Despite the provisions of the Wyong LEP 2013, the site's proximity to land zoned primarily for urban purposes enables the proposal to be considered under the SEPP.

A summary of relevant clauses of the SEPP is provided in the Table below.

CLAUSE	COMMENTS
4 Land to which Policy applies (1) General This Policy applies to land within New South Wales that is land zoned primarily for urban purposes or land that adjoins land zoned primarily for urban purposes, but only if: <ul style="list-style-type: none"> (a) development for the purpose of any of the following is permitted on the land: <ul style="list-style-type: none"> (i) dwelling-houses, (ii) residential flat buildings, (iii) hospitals, (iv) development of a kind identified in respect of land zoned as special uses, including (but not limited to) churches, convents, educational establishments, schools and seminaries, or (b) the land is being used for the purposes of an existing registered club. 	The site adjoins land zoned primarily for urban purposes as shown in Figure 3. Dwelling houses are permitted upon the subject land.
(6) Land to which Policy does not apply This Policy does not apply to:	The applicable zone, RU6 Transition is not a zone referred to as <i>environmentally sensitive land</i> .

(a) land described in Schedule 1 (Environmentally sensitive land), or...	
8 Seniors (defines “seniors”)	This proposal will provide housing for <i>seniors</i> .
13 Self-contained dwellings ... (3) Example: “serviced self-care housing” In this Policy, <i>serviced self-care housing</i> is seniors housing that consists of self-contained dwellings where the following services are available on the site: meals, cleaning services, personal care, nursing care.	Relevant services will be made available to the residents of the village.
17 Development on land adjoining land zoned primarily for urban purposes (1) Subject to subclause (2), a consent authority must not consent to a development application made pursuant to this Chapter to carry out development on land that adjoins land zoned primarily for urban purposes unless the proposed development is for the purpose of any of the following: (a) a hostel, (b) a residential care facility, (c) serviced self-care housing. (2) A consent authority must not consent to a development application made pursuant to this Chapter to carry out development for the purposes of serviced self-care housing on land that adjoins land zoned primarily for urban purposes unless the consent authority is satisfied that the housing will be provided: (a) for people with a disability, or (b) in combination with a residential care facility, or (c) as a retirement village (within the meaning of the <i>Retirement Villages Act 1999</i>).	The development will comprise <i>serviced self-care housing</i> . The development will operate as a <i>retirement village</i> (within the meaning of the Retirement Villages Act 1999).
18 Restrictions on occupation of seniors housing allowed under this Chapter	The proposed development will comply with this requirement.
24 Site compatibility certificates required for certain development applications	This report forms part of an Application for a Site Compatibility Certificate.
25 Application for site compatibility certificate	This reports seeks to address those matters required as part of an SCC application. A detailed response to Cl. 25(5)(b) is provided as Appendix 6 . A detailed response to Cl. 25(2C) ‘ <i>cumulative impacts</i> ’ is provided under Section 6 of this report.
Part 2 Site-related requirements	Considered and assessed as part of site selection and design process. Full response documentation will be provided as part of a subsequent Development Application package.
Part 3 Design requirements	Considered and assessed as part of site selection and design process. Full response documentation will be provided as part of a subsequent Development Application package.

Part 4 Development standards to be complied with	Considered and assessed as part of site selection and design process. Full response documentation will be provided as part of a subsequent Development Application package.
Part 5 Development on land adjoining land zoned primarily for urban purposes	Considered and assessed as part of site selection and design process. Full response documentation will be provided as part of a subsequent Development Application package.
Part 7 Development standards that cannot be used as grounds to refuse consent	Considered and assessed as part of site selection and design process. Full response documentation will be provided as part of a subsequent Development Application package.
Schedule 3 Standards concerning accessibility and useability for hostels and self-contained dwellings	Considered and assessed as part of site selection and design process. Full response documentation will be provided as part of a subsequent Development Application package.

4. Land to which your Application Relates to

In accordance with Clause 24(1)(a), the proposed site is on land:

4.1 That adjoins land zoned primarily for urban purposes?

Yes – The site has a total area of approximately 10.705ha which is zoned *RU6 Transition*, under the Wyong Local Environmental Plan 2013 (WLEP 2013), and **adjoins** land zoned *R2 Low Density Residential*.

Refer **Figure 4** provided earlier in this report.

4.2 That is zoned as 'special uses' under another EPI?

No. N/A

4.3 That is used for the purposes of an existing registered club?

No. N/A

5. Previous SCC Certificates

5.1 Has an SCC previously been issued for any part of the land to which this application applies?

No.

6. Cumulative Impact Study

6.1 Has a cumulative impact study been submitted with this application?

Yes.

On 1 October 2018, the SEPP was amended so that any new proposals located within 1km of two or more other proposals, must now consider the *cumulative impact* of that proposal in the locality.

Cl. 25 (2C) of the SEPP states;

*(2C) A **cumulative impact study** for the purposes of this clause is a study that considers whether the impacts associated with the proposed development on the land to which an application relates (when considered together with the impacts of proposed developments on the proximate site land concerned):*

- (a) take into account the capacity of existing or future services and infrastructure (including water, reticulated sewers and public transport) to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision, and*
- (b) take into account the capacity of existing or future road infrastructure to meet any increase in traffic as a result of proposed development.*

At the time this application was made, this application triggers a *cumulative impact assessment*, since this site is located within 2 km of two (2) nearby proposals located at;

SITE (PROXIMATE SITE LAND)	DEPARTMENT REFERENCE	DECISION	DATE
85 Wahrenonga Rd Kanwal	SCC ID 2018_CCOAS_001_00	Supported	18 May 2018
66 Wahrenonga Rd Kanwal	SCC ID 2017_CCOAS_001_00	Supported	15 Dec 2017

A brief summary of each proposal is provided below.

- 85 Wahrenonga Road Kanwal is a proposal for retirement village comprising **58** independent living units and community centre. Development consent (Ref 645/2018) was issued by the Central Coast Council on 7 March 2019.
- 66 Wahrenonga Road Kanwal is a proposal for retirement village comprising **30** independent living units. At the time of writing this Development Application (Ref 1205/2018) was still under assessment by the Central Coast Council.

The proximity to the above sites is provided in Figure 5. A 1km radius (yellow circle) is also shown on Figure 5.

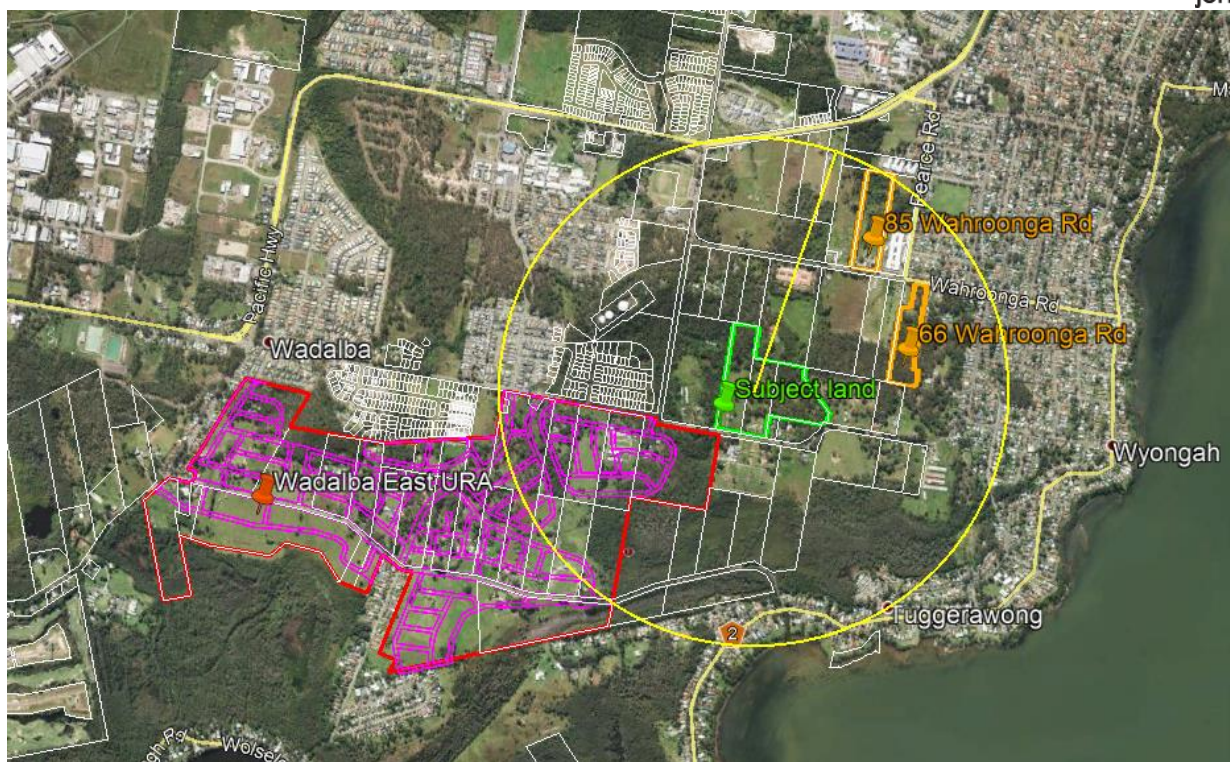


Figure 5: Proximity to other proposals

However, it should be noted that since lodgement of this SCC application in November 2018, development consent has since been issued with by the Central Coast Council for the *proximate site land* at 85 Wahrenonga Road Kanwal.

Accordingly, the Department may choose to *disregard* the need for a *cumulative impact study* pursuant to the provisions of Cl. 25 (2B) of the SEPP. This Clause states;

(2B) However, any other parcel of land for which development consent for the purposes of seniors housing has been granted is to be disregarded when determining whether land is next to proximate site land even if a site compatibility certificate has been granted in respect of that parcel.

Notwithstanding the above, the following comments are provided in respect to the subject land.

Cumulative impacts

At the time of writing this report, there were no published guidelines for the preparation of a cumulative impact study, as referred to under Cl. 25 (2)(c) of the SEPP.

Various studies have found that *senior living* developments typically have lesser demand and impacts on infrastructure than conventional residential development. This is attributed to a number of reasons including;

- Demographics/characteristics of the residents;
 - on average, 57% of independent living units are occupied by a single resident;
 - average entry ages is 75yrs, with an average occupancy age of 80yrs old;
- Lower frequency of vehicle trips generated by residents,

- Residential provision of internal facilities such as community centres and a village bus,
- New villages tend to also attract existing 'seniors' already living in the vicinity and who are already utilising existing infrastructure/facilities.

A concise summary of retirement living facts is provided in the 2017 PwC/Property Council Retirement Census, November 2017, provided in **Appendix 5**.

In respect to this SCC application, the following specific comments are made;

Proximate sites

It is noted that the two (2) **proximate sites** at 66 and 85 Wahroonga Road, Kanwal, whilst within 1km of the subject land are;

- Located on the northern slopes of a broad, vegetated ridgeline which provides an effective visual and gradient separation from the subject land (located on the southern aspect of this broad ridgeline);
- Located in a 'cluster' of senior living/aged care developments, with 3 separate aged care facilities located within a 400m radius;
- Located on the rural fringe of the village of Kanwal, as distinct from the subject land which is located on the expanding urban edge of Wadalba;
- Provide for a combined total of 88 ILU's of the forecast 2,300 dwellings in the immediate Urban Release Residential Precincts of 2A, 2B, 3A & 3B of the North Wyong Shire Structure Plan (NWSSP).

Traffic

Preliminary Traffic Advice has been provided by specialist consultants Intersect Traffic, in a letter format report dated 21st of March 2019. This advice considered the traffic flows of the proposed 202 senior living dwellings along with the anticipated flows from the two (2) proximate sites at 66 and 85 Wahroonga Road Kanwal.

This advice also takes into account the anticipated flows from the nearby Wadalba East Urban Release Area.

This preliminary assessment concludes that the proposal will not adversely impact on the local and state road networks even considering the cumulative impacts of other developments in the area.

It is noted that the local road network will require some upgrades and improvements, as this URA develops, and delivered through specific project works and future funding arrangements.

It is also noted that public bus routes are likely to be amended as the broader URA progresses, and that the village will provide a village bus with a minimum 12 seats.

A copy of this report is provided as **Appendix 11**.

Water & Sewer

ADW Johnson has previously provided (28th February 2019) the Department with a preliminary water and waste water servicing assessment for the subject proposal. This is reproduced as **Appendix 12**.

In summary this report finds;

- WATER - a 300mm water main located in Johns Road will have sufficient capacity to service the development and is proposed that a 150mm diameter internal loop watermain will be provided within the development.
- SEWER - The site is located approximately 300m east of the closest existing sewered point in Johns Road. A new temporary sewer pump station, is intended to be installed within the new estate at 137 Johns Road. Notwithstanding this proposed pump station, Council has confirmed that there is adequate capacity to receive effluent from this development at nearby sewer pump station CH 26.

Connection to this point does not rely on the timing of adjacent works including the adjacent proposed subdivision, or the nearby Wadalba East Urban Release rezoning.

In relation to sewer servicing, it is not uncommon for developments of this nature to have a low pressure sewer system and temporary collect wells, which allow for the timely discharge of on-site generated wastewater at times outside peak flows into the broader reticulated network.

Full calculations and system designs would be provided as part of future development application documentation.

Other relevant developments in vicinity - Wadalba East Urban Release Area

This site is located just east of a major urban release area (Wadalba East, Precincts 2A & 2B of the North Wyong Shire Structure Plan. A Planning Proposal for this urban release area recently finished public exhibition on 15 November 2018. It is anticipated that gazettal of this Planning Proposal will occur during the third quarter of 2019, with subsequent development applications for residential development following shortly thereafter.

This Planning Proposal covers a study area of approximately 143 ha and seeks to rezone the land from RU6 Transition to R2 Residential, E2 Conservation, E3 Environmental Management and RE1 public Recreation, to facilitate the delivery of approximately 1,200 new homes.

The proximity to the Wadalba East Planning Proposal is also provided in Figure 5.

The Wadalba East URA Planning Proposal considered a broad range of planning matters including a Traffic Impact Assessment, Water and Waste Water Servicing Strategy, Open Space Analysis, Bushfire Risk Assessment, and Social Impacts.

The various studies have identified that infrastructure in the immediate locality will require some upgrading to accommodate the anticipated 1,200 lots (approximately 3,000 new residents). Infrastructure upgrades include;

- Modifications and upgrades to existing intersections along Johns Road, Pollock and Jensen Roads;
- Upgrades to water and sewer infrastructure, including three (3) new sewer pump stations;
- Additional public recreation areas and sporting fields.

The Planning Proposal recognises that the locality is within a planned urban growth area and within reasonable proximity to existing services such as shops, commercial areas, recreation facilities and health services.

It is also recognised that the increased population will place additional demands on those services but also will attract new opportunities. The various studies and Agency comments recommend that contribution plans be amended to ensure that future development contributes to identified infrastructure upgrades.

7. Application Fee

7.1 Number of beds and/or dwellings

Originally lodged as 219 serviced self-care dwellings.

Amended by this report to **202** serviced self-care dwellings.

8. Certificate Applicant's Authorisation

See attached form for signature and details.

Refer to **Appendix 6** for a detailed response to Cl. 25(5)(b) matters. Refer to **Appendix 7** for comment on other relevant matters .

9. Land Owner's Consent

Refer to attached owner's authority.

Appendix 1

DEPOSITED PLAN



F456889

F.P. 373539

Plan Form No 6 (for transfers, leases, etc.)

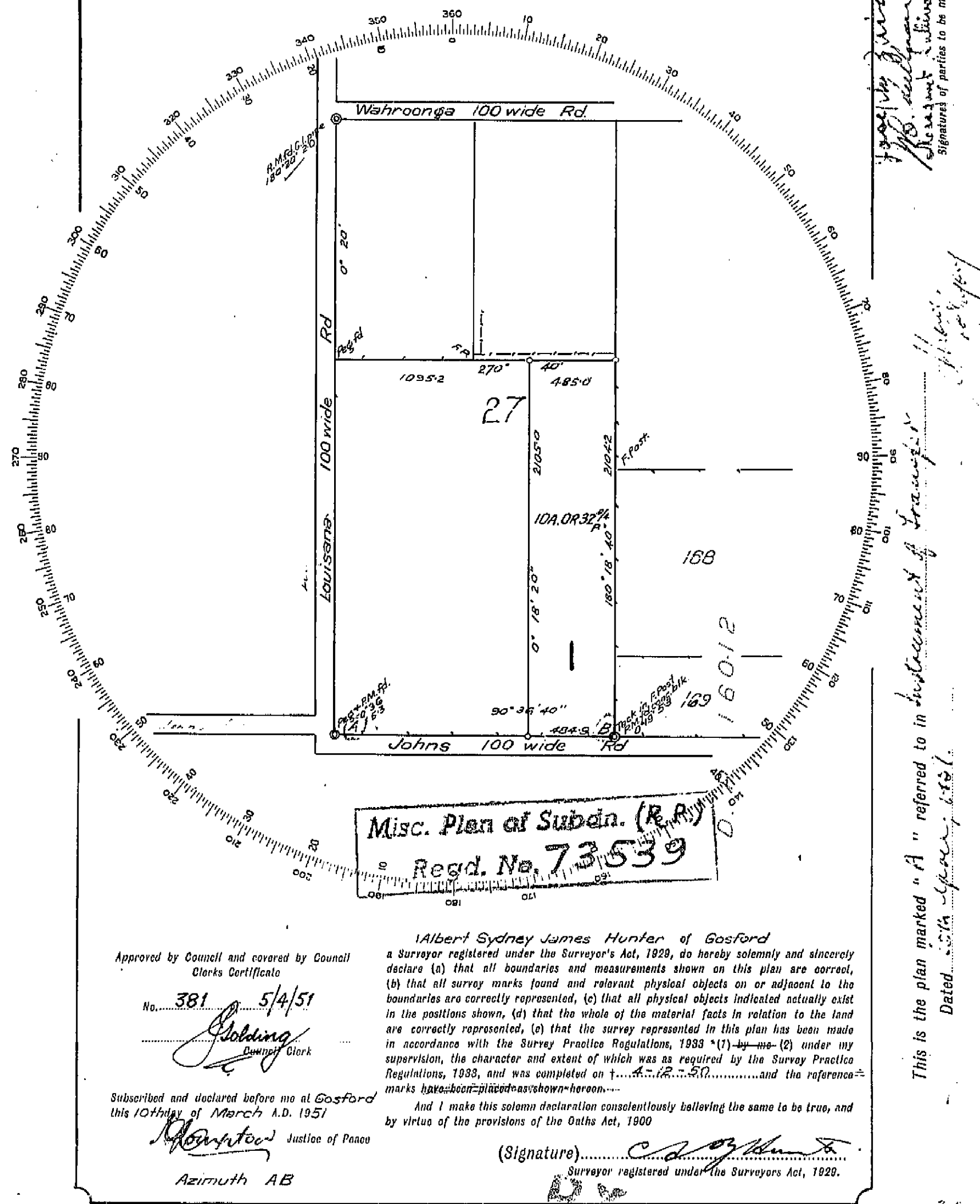
Municipality of
Shire of Wyong

PLAN

of part of Portion 27

Parish of Murrumbidgee County of Northumberland

Scale 6 chns. to an Inch.



CONVERSION TABLE ADDED IN
DEPARTMENT OF LANDS

DP 373539

LINKS	METRES
0.1	0.020
0.53	0.107
1	0.201
2	0.402
3.6	0.724
5.3	1.066
10	2.012
100	20.117
210.42	42.330
484.9	97.546
485	97.566
1095.2	220.319
2104.2	423.298
2105	423.459

AC RD P HA
10 - 32 3/4 4.13

This is the plan marked "A" referred to in instrument of transfer
Dated 5th April 1951

Misc. Plan of Subdn. (R.R.)
Regd. No. 73539

Approved by Council and covered by Council
Clerks Certificate

No. 381 5/4/51

[Signature]
Clerk

Subscribed and declared before me at Gosford
this 10th day of March A.D. 1951

[Signature] Justice of Peace

Azimuth AB

I Albert Sydney James Hunter of Gosford
a Surveyor registered under the Surveyors Act, 1920, do hereby solemnly and sincerely
declare (a) that all boundaries and measurements shown on this plan are correct,
(b) that all survey marks found and relevant physical objects on or adjacent to the
boundaries are correctly represented, (c) that all physical objects indicated actually exist
in the positions shown, (d) that the whole of the material facts in relation to the land
are correctly represented, (e) that the survey represented in this plan has been made
in accordance with the Survey Practice Regulations, 1933 * (1) by me (2) under my
supervision, the character and extent of which was as required by the Survey Practice
Regulations, 1933, and was completed on 5/4/51 and the reference
marks have been placed as shown hereon.

And I make this solemn declaration conscientiously believing the same to be true, and
by virtue of the provisions of the Oaths Act, 1900

(Signature) *[Signature]*
Surveyor registered under the Surveyors Act, 1920.

*Strike out either (1) or (2). †Insert date of Survey.

Table of mm									
10	20	30	40	50	60	70	80	90	100
110	120	130	140	150	160	170	180	190	200

I, Bruce Richard Davies, Registrar General for New South Wales, certify
that this negative is a photograph made as a permanent record of a
document in my custody this 1st day of December, 1978


[Signature]

1

Plan Drawing only to appear in this space

*OFFICE USE ONLY

DP 812203

Registered:  CA 13, 9, 1991

CA: N° 5160 OF 9.8.1991

Title System: TORRENS

Purpose: SUBDIVISION

Ref. Map: U 3612-6#

Last Plan: D P 16012

PLAN OF SUBDIVISION OF
PART LOT 169 & LOT 168
IN D.P. 16012

PLAN OF SUBDIVISION OF
PART LOT 169 & LOT 168
IN D.P. 16012

Mun./Shire WYONG
-City

Locality: WYONGAH

County: NORTHUMBERLAND

Plans used in preparation of survey/compilation.

D.P. 370424

1. IAN GILBERT EVERITT
of 0X 7314 WYONG

A surveyor registered under the Surveyors Act, 1929, as amended, hereby certifies that the survey represented on this plan has been made in accordance with the Surveyors Act, 1929, and has been made in accordance with the Public Practice Regulations, 1933 and any special requirements of the Department of Lands and was completed on

7-5-21 *W. J. Smith*

Signature _____
Surveyor registered under Surveyors Act, 1929 as amended
Date of completion of work _____
Date of survey _____
First day of survey _____

MPD

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

This negative is a photograph made as a permanent



Appendix 2

CERTIFICATE OF TITLE



LAND
REGISTRY
SERVICES

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

Title Search

Information Provided Through
Aussearch
Ph. 02 9267 9728 Fax. 02 9267 9226

FOLIO: 1/373539

SEARCH DATE	TIME	EDITION NO	DATE
-----	----	-----	----
30/8/2018	2:38 PM	6	28/12/2017

LAND

LOT 1 IN DEPOSITED PLAN 373539
LOCAL GOVERNMENT AREA CENTRAL COAST
PARISH OF MUNMORAH COUNTY OF NORTHUMBERLAND
TITLE DIAGRAM DP373539

FIRST SCHEDULE

DIANE MARIE SOETENS
IN 13/20 SHARE
INEKA MAY SOETENS
IN 7/20 SHARE
AS TENANTS IN COMMON (T AN2806)

SECOND SCHEDULE (2 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 A97411 LAND EXCLUDES MINERALS

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

190528P

PRINTED ON 30/8/2018

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.



FOLIO: 1168/812203

SEARCH DATE	TIME	EDITION NO	DATE
-----	----	-----	----
30/8/2018	2:38 PM	5	28/2/2001

LAND

LOT 1168 IN DEPOSITED PLAN 812203
AT WYONGAH
LOCAL GOVERNMENT AREA CENTRAL COAST
PARISH OF MUNMORAH COUNTY OF NORTHUMBERLAND
TITLE DIAGRAM DP812203

FIRST SCHEDULE

ERIK GEORGE SOETENS
DIANE MARIE SOETENS
AS JOINT TENANTS (T U260728)

SECOND SCHEDULE (4 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 A94669 LAND EXCLUDES MINERALS AND IS SUBJECT TO RIGHTS TO
MINE
- 3 6739928 MORTGAGE TO WESTPAC BANKING CORPORATION
- 4 7444167 MORTGAGE TO WESTPAC BANKING CORPORATION

NOTATIONS

NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES
NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED
CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS
RECOMMENDED THAT STRINGENT PROCESSES ARE ADOPTED IN VERIFYING THE
IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND
COMPRISED IN THIS FOLIO.

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

190528P

PRINTED ON 30/8/2018



FOLIO: 1169/812203

SEARCH DATE	TIME	EDITION NO	DATE
-----	----	-----	----
30/8/2018	2:38 PM	3	26/8/2002

LAND

LOT 1169 IN DEPOSITED PLAN 812203
AT WYONGAH
LOCAL GOVERNMENT AREA CENTRAL COAST
PARISH OF MUNMORAH COUNTY OF NORTHUMBERLAND
TITLE DIAGRAM DP812203

FIRST SCHEDULE

DARIN GLENN BUTCHER
RENEE LEE BUTCHER
AS JOINT TENANTS (T 8899644)

SECOND SCHEDULE (4 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 A94669 LAND EXCLUDES MINERALS AND IS SUBJECT TO RIGHTS TO
MINE
- 3 Z969424 COVENANT
- 4 8899645 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED

NOTATIONS

NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES
NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED
CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS
RECOMMENDED THAT STRINGENT PROCESSES ARE ADOPTED IN VERIFYING THE
IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND
COMPRISED IN THIS FOLIO.

UNREGISTERED DEALINGS: NIL

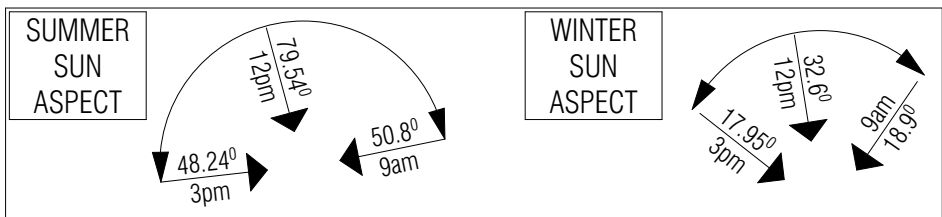
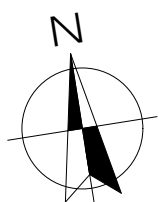
*** END OF SEARCH ***

190528P

PRINTED ON 30/8/2018

Appendix 3

DEVELOPMENT PLANS
Amended by this Report to 202 serviced self-care units



DEVELOPMENT CALCULATIONS

SINGLE STOREY VILLAS

STRUCTURES	=	6
DWELLINGS	=	6

TWO STOREY 'UP & DOWN' TOWNHOUSES

STRUCTURES	=	58
DWELLINGS	=	116

TWO STOREY 8 UNIT MULTI RES.

STRUCTURES	=	10
DWELLINGS	=	80

TOTALS

STRUCTURES	=	74
DWELLINGS	=	202

DEVELOPMENT AFFECTED BY APZ

SINGLE STOREY VILLAS

STRUCTURES	=	0
DWELLINGS	=	0

TWO STOREY 'UP & DOWN' TOWNHOUSES

STRUCTURES	=	14
DWELLINGS	=	28

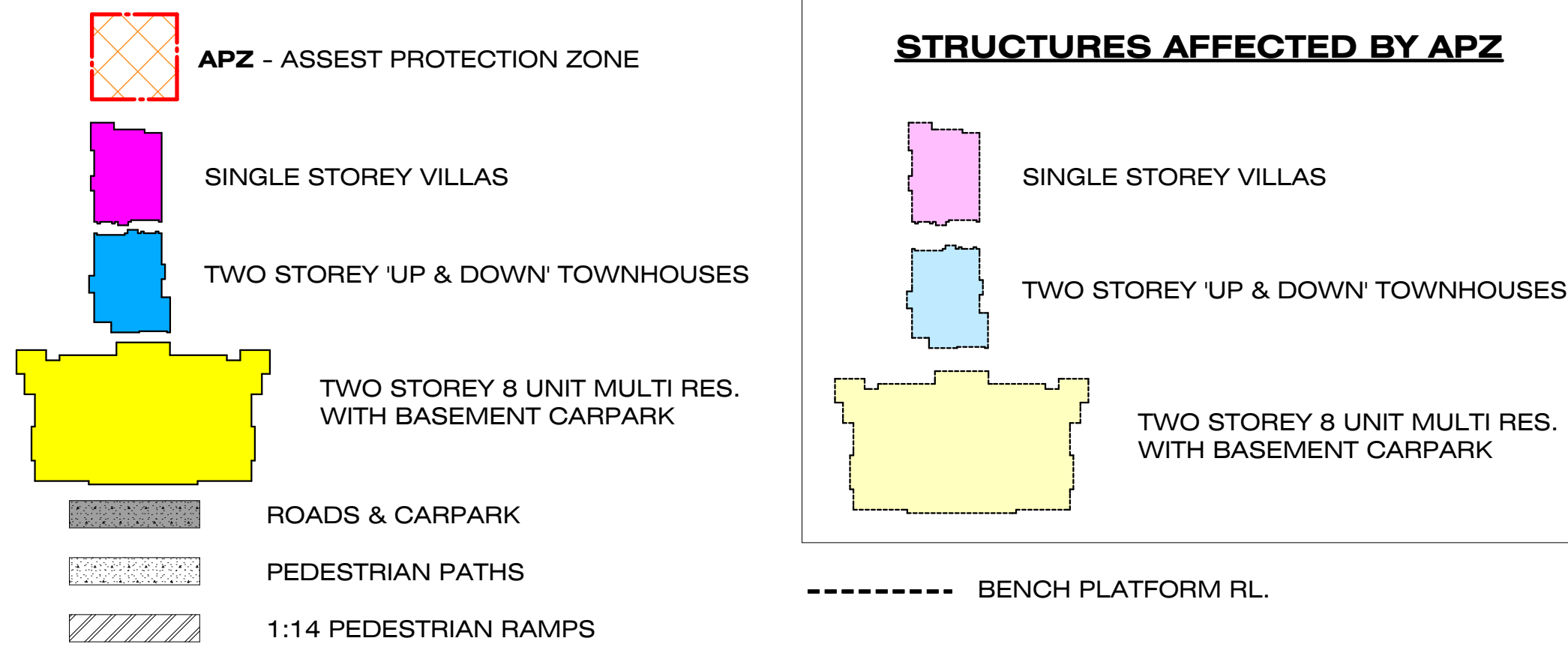
TWO STOREY 8 UNIT MULTI RES.

STRUCTURES	=	2
DWELLINGS	=	16

TOTALS

STRUCTURES	=	16
DWELLINGS	=	44

LEGEND



SITE CALCULATIONS

SITE AREA	10.7 ha	107025 m ²
NON APZ AREA	=	47153 m ²
APZ AREA	=	59872 m ²

SINGLE STOREY VILLAS

SITE COVERAGE	=	1200 m ²
FSR	=	0.1 : 1

TWO STOREY 'UP & DOWN' TOWNHOUSES

SITE COVERAGE	=	24940 m ²
FSR	=	0.15 : 1

TWO STOREY 8 UNIT MULTI RES.

SITE COVERAGE	=	9270 m ²
FSR	=	0.11 : 1

APPROX. AMENITIES SITE COVERAGE	=	3000 m ²
---------------------------------	---	---------------------

TOTALS

SITE COVERAGE	35.8 %	=	38410 m ²
FSR		=	0.36 : 1





SITE EARTHWORKS & ACCESS
SCALE 1:1000

LEGEND

APZ - ASSEST PROTECTION ZONE

STRUCTURES AFFECTED BY APZ

- SINGLE STOREY VILLAS
- TWO STOREY 'UP & DOWN' TOWNHOUSES
- TWO STOREY 8 UNIT MULTI RES. WITH BASEMENT CARPARK

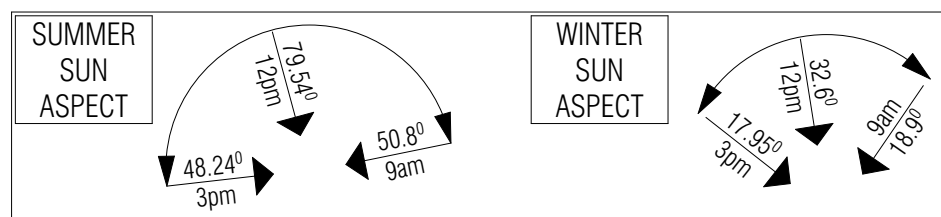
ROADS & CARPARK

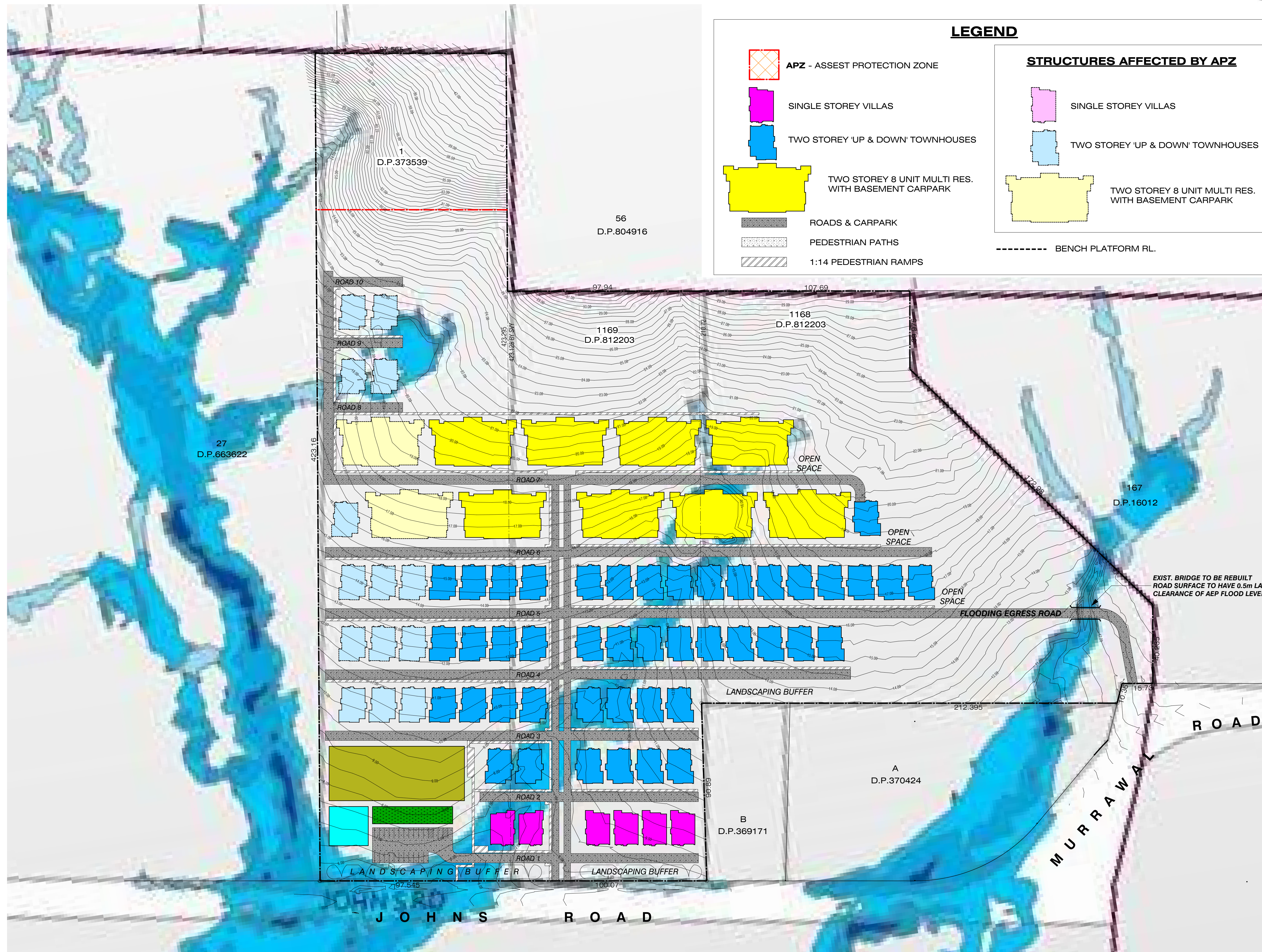
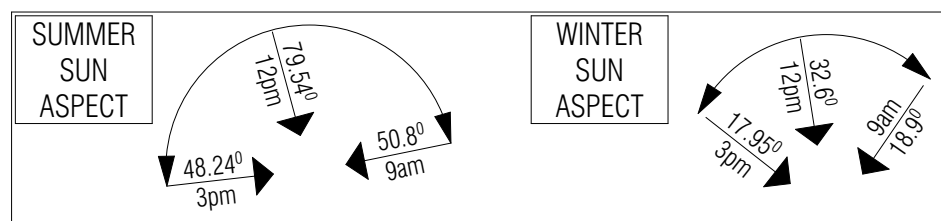
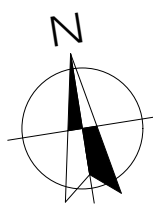
PEDESTRIAN PATHS

1:14 PEDESTRIAN RAMPS

BENCH PLATFORM RL.

BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 392 045 355	
PROJECT JOHNS ROAD RETIREMENT VILLAGE	
LOCATION 135 JOHNS ROAD WADALBA	
CLIENT TOCAE GROUP	
DRAWING SITE EARTHWORKS & ACCESS	
SCALE AS SHOWN	MLB
DATE 21/02/2019	ISSUE A
DWG No. 2 / 7	JOB No. TOC 1901





LEGEND

APZ - ASSEST PROTECTION ZONE

SINGLE STOREY VILLAS

TWO STOREY 'UP & DOWN' TOWNHOUSES

TWO STOREY 8 UNIT MULTI RES. WITH BASEMENT CARPARK

ROADS & CARPARK

PEDESTRIAN PATHS

1:14 PEDESTRIAN RAMPS

STRUCTURES AFFECTED BY APZ

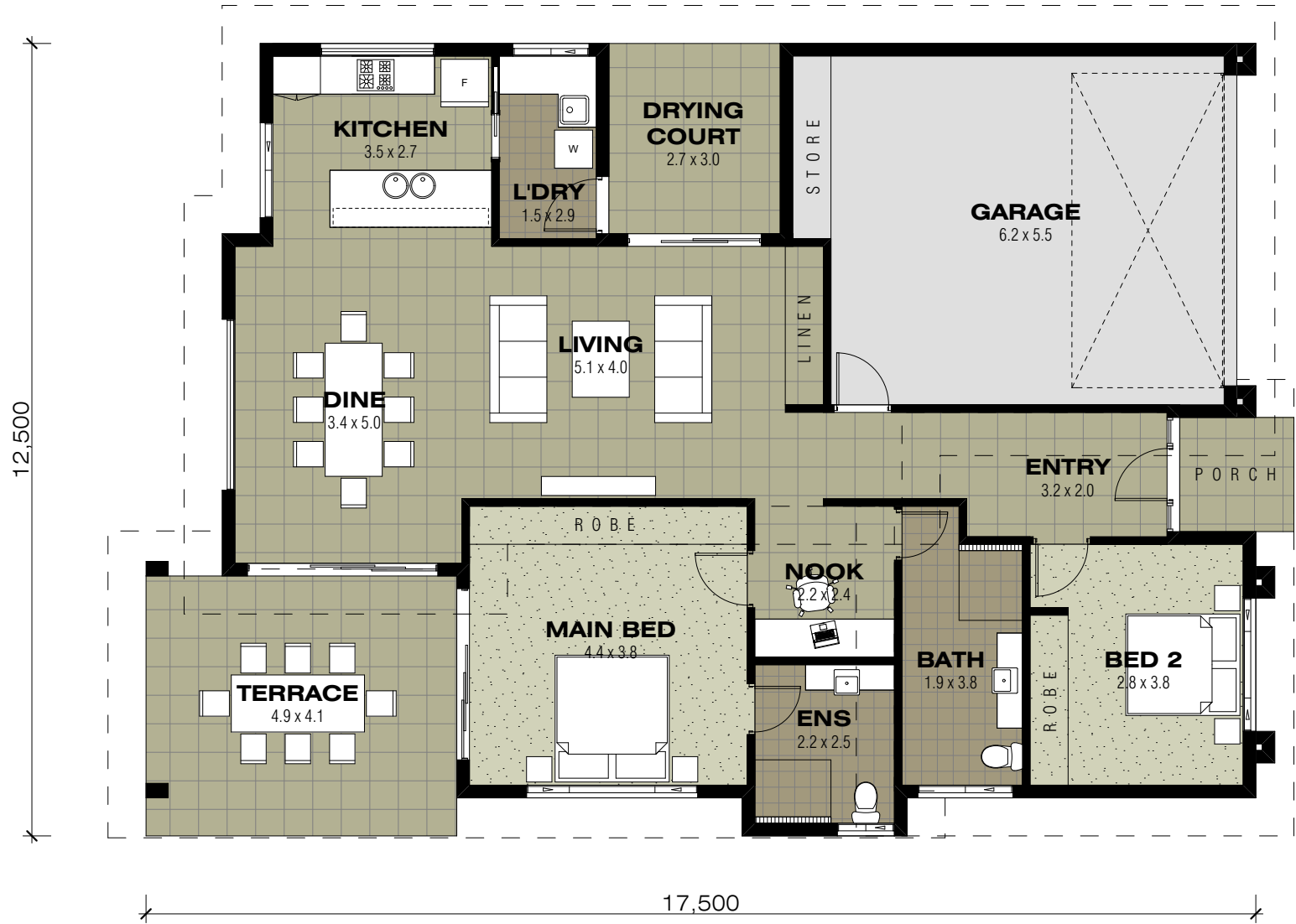
SINGLE STOREY VILLAS

TWO STOREY 'UP & DOWN' TOWNHOUSES

TWO STOREY 8 UNIT MULTI RES. WITH BASEMENT CARPARK

BENCH PLATFORM RL.

AREA CALCULATIONS	
VILLA TYPE 1	
LIVING	= 129.6 m ²
GARAGE	= 39.4 m ²
TERRACE	= 20.1 m ²
DRYING COURT	= 8.1 m ²
PORCH	= 3.2 m ²



VILLA FLOOR PLAN
SCALE 1:100

VILLA TYPE 1 & 2



VILLA TYPE '1' FRONT PERSPECTIVE
NOT TO SCALE

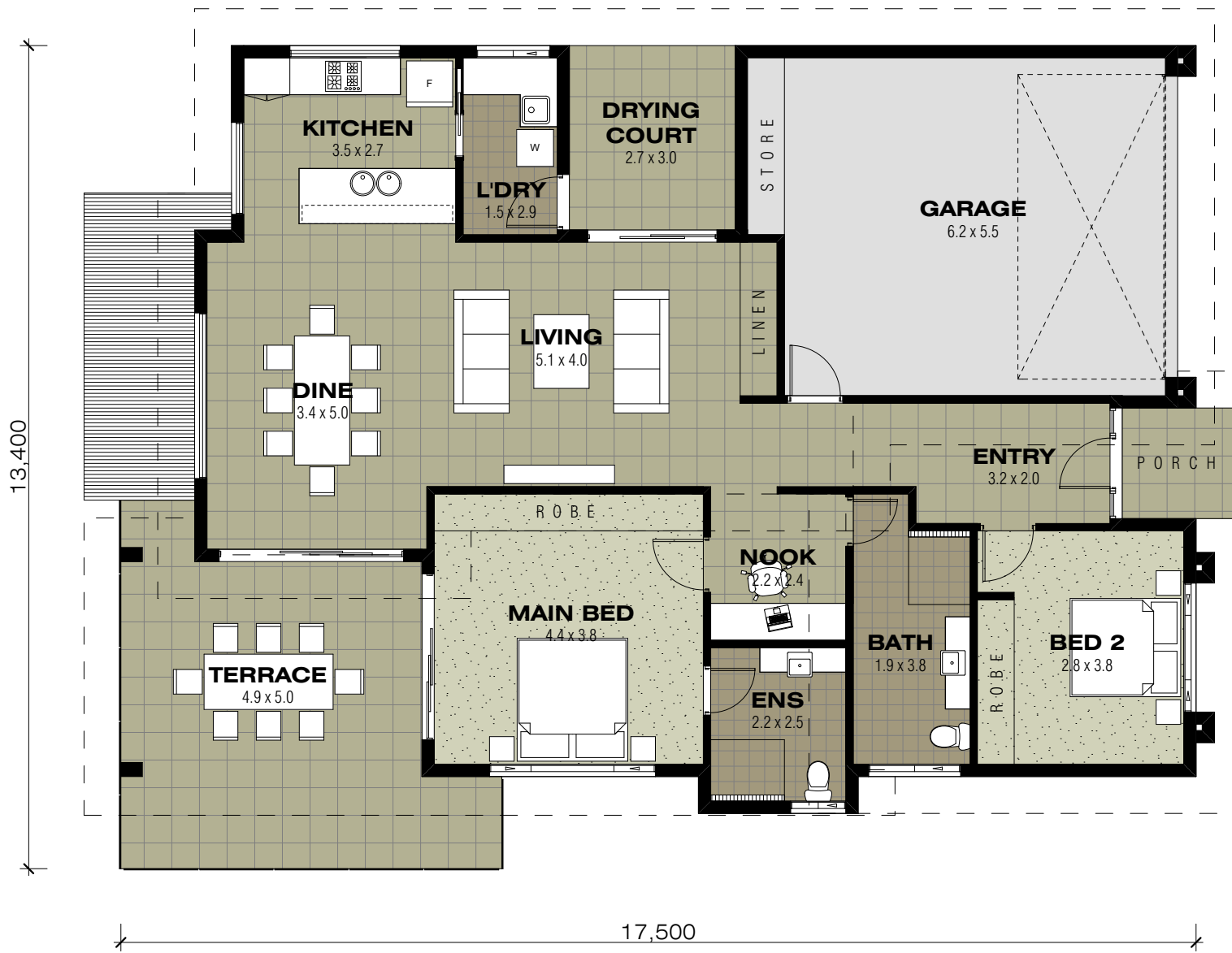


VILLA TYPE '2' FRONT PERSPECTIVE
NOT TO SCALE

UP & DOWN TOWNHOUSE TYPE 1 & 2



TOWNHOUSE LOWER FLOOR PLAN
SCALE 1:100



TOWNHOUSE UPPER FLOOR PLAN
SCALE 1:100



TOWNHOUSE TYPE '1' LOWER PERSPECTIVE
NOT TO SCALE



TOWNHOUSE TYPE '2' LOWER PERSPECTIVE
NOT TO SCALE

AREA CALCULATIONS	
UP & DOWN TYPE 1	
LOWER UNIT	
LIVING	= 162.5 m ²
GARAGE	= 35.3 m ²
PATIO	= 11.7 m ²
PORCH	= 5.2 m ²
UPPER UNIT	
LIVING	= 129.6 m ²
GARAGE	= 39.4 m ²
TERRACE	= 27.7 m ²
DRYING COURT	= 8.1 m ²
PORCH	= 3.2 m ²



TOWNHOUSE TYPE '1' UPPER PERSPECTIVE
NOT TO SCALE



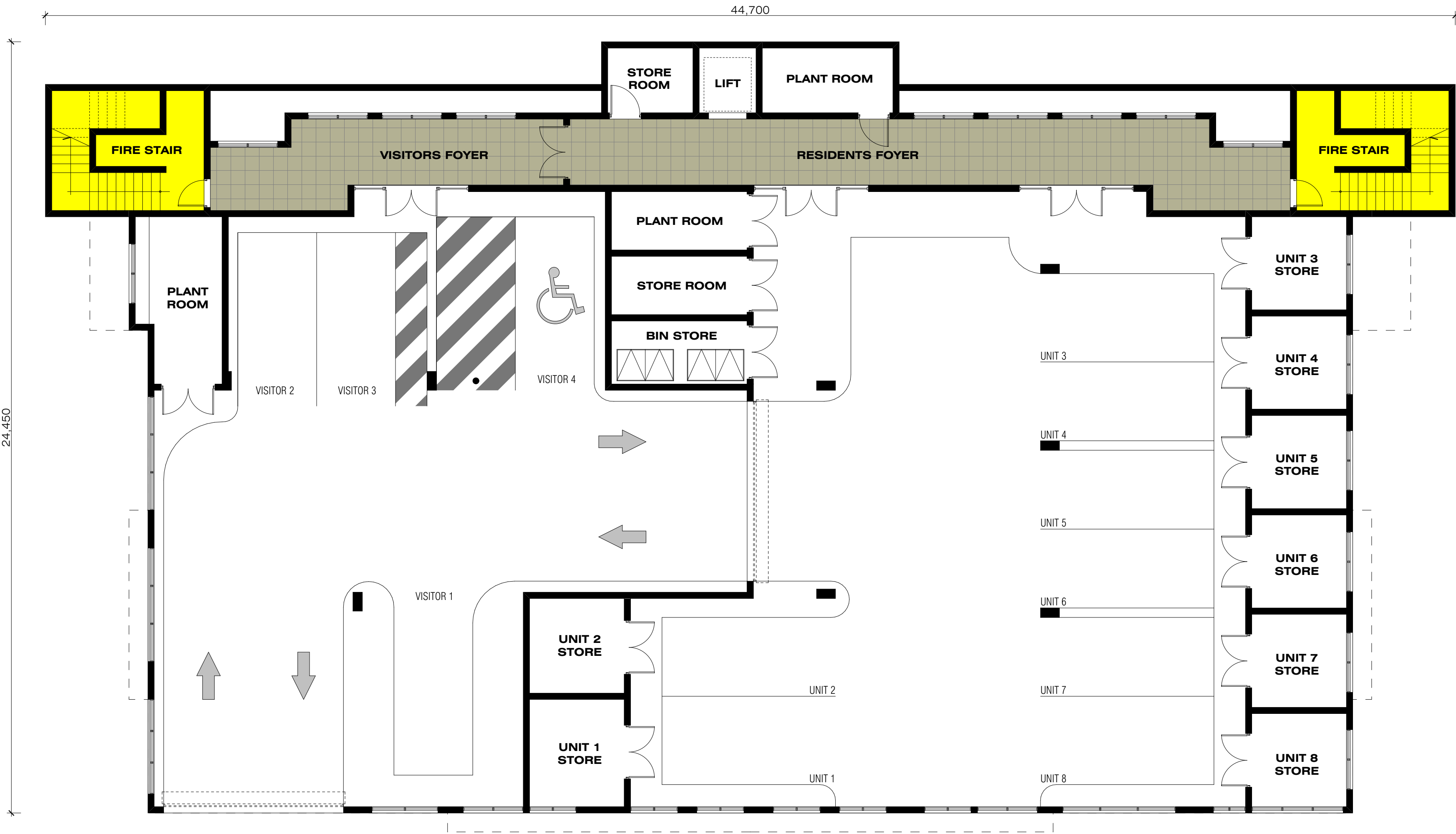
TOWNHOUSE TYPE '2' UPPER PERSPECTIVE
NOT TO SCALE

A 21/02/19	
ISSUE	DATE
BLACKDRAFT architectural design	
blackdraft333@gmail.com	
mob 0449 758 866 abn 53 392 045 355	
PROJECT	
JOHNS ROAD RETIREMENT VILLAGE	
LOCATION	
135 JOHNS ROAD WADALBA	
CLIENT	
TOCAE GROUP	
DRAWINGS	
VILLA & TOWNHOUSE LAYOUTS	
SCALE	DATE
AS SHOWN	MLB
DATE	ISSUE
21/02/2019	A
DWG No.	JOB No.
5 / 7	TOC 1901

AREA CALCULATIONS		
MULTI RES. UNITS		
SITE COVERAGE		
PROPOSED	=	909 m ²
BASEMENT (PRIVATE)	=	531 m ²
BASEMENT (VISITORS)	=	321 m ²
UNITS 1/4/5/8		
LIVING	=	159 m ²
PATIO	=	3.6 m ²
TERRACE	=	28.3 m ²
UNITS 2/3/6/7		
LIVING	=	150 m ²
TERRACE	=	34 m ²



8 UNIT MULTI RESIDENTIAL



BASEMENT FLOOR PLAN
SCALE 1:100



LEVEL 1 FLOOR PLAN
SCALE 1:100

A		21/02/2019		ISSUED FOR STATE PLANNING ASSESSMENT	
ISSUE	1	DATE	21/02/2019	AMENDMENT	
BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 592 045 355					
PROJECT					
JOHNS ROAD RETIREMENT VILLAGE					
LOCATION					
135 JOHNS ROAD WADALBA					
CLIENT					
TOCAE GROUP					
DRAWING					
MULTI RESIDENTIAL LAYOUTS 1					
SCALE		DRAWN		ISSUE	
AS SHOWN		MLB		A	
DATE		21/02/2019		JOB No.	
DWG No.		6 / 7		TOC 1901	

AREA CALCULATIONS	
MULTI RES. UNITS	
SITE COVERAGE	
PROPOSED	= 909 m ²
BASEMENT (PRIVATE)	= 531 m ²
BASEMENT (VISITORS)	= 321 m ²
UNITS 1/4/5/8	
LIVING	= 159 m ²
PATIO	= 3.6 m ²
TERRACE	= 28.3 m ²
UNITS 2/3/6/7	
LIVING	= 150 m ²
TERRACE	= 34 m ²



LEVEL 2 FLOOR PLAN
SCALE 1:100

8 UNIT MULTI RESIDENTIAL



LOWER PERSPECTIVE
NOT TO SCALE

A 21/02/19 ISSUED FOR STATE PLANNING ASSESSMENT	
ISSUE	DATE
BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 392 045 355	
PROJECT	
JOHNS ROAD RETIREMENT VILLAGE	
LOCATION	
135 JOHNS ROAD WADALBA	
CLIENT	
TOCAE GROUP	
DRAWING	
MULTI RESIDENTIAL LAYOUT 2	
SCALE	DRAWN
AS SHOWN	MLB
DATE	ISSUE
21/02/2019	A
DWG No.	JOB No.
7 / 7	TOC 1901

Appendix 4

BUSWAYS TIMETABLE

Stop No: 225974

This stop: Johns Rd opp Homeland Caravan Park

78 to Wyong & Tuggerah via Pacific Hwy

81 to Wyong & Tuggerah via Pollock Ave



Monday to Friday

Route	Time	Route	Time
81 04:02 T2D		78 12:39	
81 05:01 T2		81 13:37	
81 05:26 T2		78 13:40	
81 06:01 T2		81 14:37	
81 06:31 T2		78 14:40 T2	
81 06:51 T2		81 15:40	
78 06:55 T2		78 15:57	
81 07:16 T2		81 16:10	
81 07:31 T2		81 16:26	
78 07:55 ST3		81 16:56	
81 08:00 T2		78 17:02	
78 08:01 T7		81 17:24	
81 08:34		78 17:42	
78 08:41 H		81 17:54	
78 08:46 S		78 18:12	
81 09:37		81 18:24	
78 09:39		78 18:42	
81 10:37		81 18:56	
78 10:39		81 19:26	
81 11:37		81 20:26	
78 11:39		81 21:26	
81 12:37			

Saturday

Route	Time	Route	Time
81 06:30		78 13:47	
81 07:30		81 14:45	
81 08:45		78 14:47	
78 08:47		81 15:45	
81 09:45		78 15:47	
78 09:47		81 16:45	
81 10:45		78 16:47	
78 10:47		81 17:45	
81 11:45		78 17:47	
78 11:47		81 18:34	
81 12:45		81 19:34	
78 12:47		81 20:34	
81 13:45		81 21:34	

Sunday & Public Holidays

Route	Time
81 08:51	
78 09:14	
81 09:51	
81 10:51	
78 11:14	
81 11:51	
81 12:51	
78 13:14	
81 13:51	
81 14:51	
78 15:14	
81 15:51	
81 16:51	
78 17:14	
81 18:11	
81 19:51 T2	

Explanations

D - Bus runs via Pacific Hwy between Johns Rd & Wyong, omitting Pollock Av.

H - Bus operates public school holidays only.

S - Bus operates public school days only.

T2 - Bus terminates at Wyong.

T3 - Bus runs via Wyong TAFE & terminates at Wyong.

T7 - Public school holidays bus terminates at Wyong.

Appendix 5

RETIREMENT CENSUS

2017 PwC/Property Council Retirement Census

“

We are excited to have been part of developing the 2017 PwC/Property Council Retirement Census. One clear message for the sector continues to be the affordability equation which indicates that the average ILU costs less than 70% of the median price of a house in the same postcode, which is good news for this generation of seniors, most of whom downsize from their own homes. We are also seeing the important contribution this sector is making in the home care industry with 40% of the villages reporting that they are an approved provider for home care.”

Tony Massaro, Partner
Real Estate Advisory, PwC
Ph: +61 (2) 8266 2047

[in https://www.linkedin.com/in/tonymassaro/](https://www.linkedin.com/in/tonymassaro/)

“

The Retirement Census provides a credible evidence base for industry decisions and Property Council advocacy. A strong sector needs reliable research in order to reflect, plan and grow. I encourage village operators, investors and government to use the Retirement Census in their business decision making. The data is also invaluable to the Property Council's advocacy with government, media, and others, to show the growth, trends, and benefits of this important sector.”

Ken Morrison, Chief Executive
Property Council of Australia
Ph: +61 (2) 9033 1900

[in https://www.linkedin.com/in/ken-morrison-89634b14/](https://www.linkedin.com/in/ken-morrison-89634b14/)



Key Sector Trends

1 Home Care

Retirement village operators are providing or partnering with service providers to offer **home care** to village residents with 40% of villages reporting that they are an approved provider for either home care, residential care or flexible care.

2 Affordability

Moving into a retirement living unit continues to be affordable as the average ILU costs **less than 70% of the median house price** in the same postcode, allowing seniors to unlock capital to improve their quality of life.

3 Contraction of Maximum Year Deferred Payment

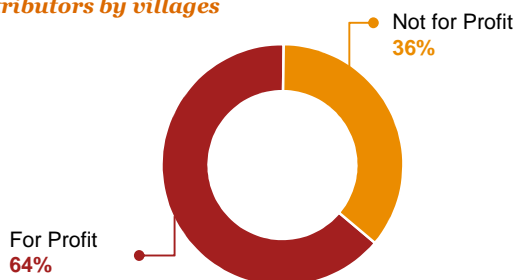
Maximum deferred payment percentage is now reached sooner with approximately **half the villages reaching maximum percentage by year 5** whilst the remaining villages reach the maximum percentage by year 10.

Visit retirementliving.org.au/census to participate in the 2018 Retirement Census

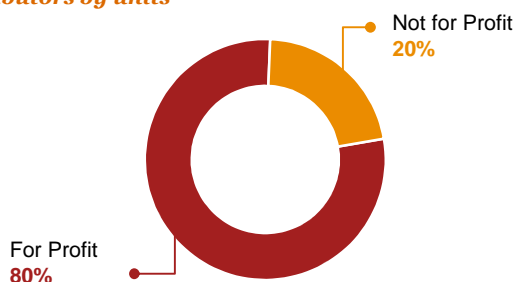


Contributor profile

Contributors by villages



Contributors by units



Snapshot of the data



56,000+

No. of participating retirement units in the Retirement Census



65%

Percentage of female residents



80 years

Average age of current residents



194 days

Average days from vacant possession to settlement



93%

Average occupancy of villages across Australia



75 years

Average age of residents entering villages



7 years

Average time residents have lived in the village



6%

Most common first year percentage for deferred payments



69%

Average 2 Bed ILU as a percentage of median house price

Access more retirement living research by the Property Council by visiting retirementliving.org.au/research

Village snapshot



Selected village attributes



91%
have a community centre



91%
provide emergency call
systems



84%
have organised community
outings & activities



76%
have visiting health
professionals



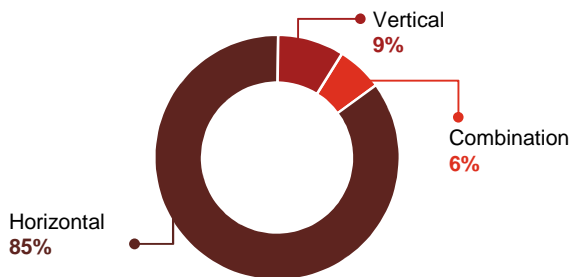
68%
allow pets



41%
have pool & gym facilities



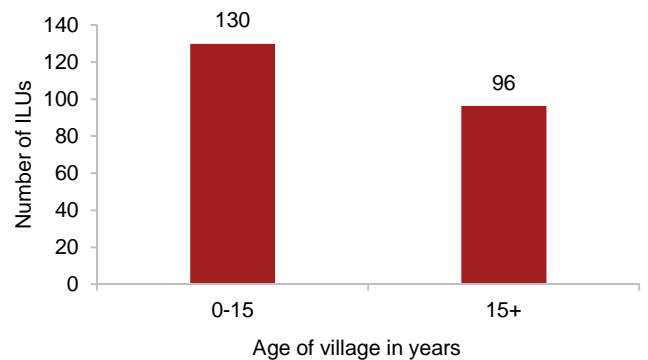
Breakdown of Horizontal and Vertical Villages



There has been a slight shift to Combination style villages. The majority of villages remain horizontal.



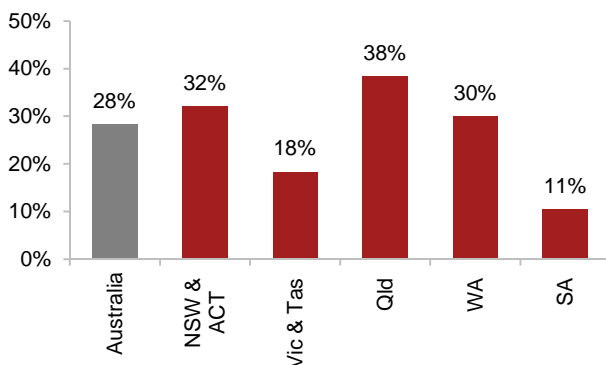
Average village size by age



Average size of villages developed in the last 15 years are generally larger in size compared to older villages.



Percentage of villages with aged care in close proximity



Nationally, only 28% of villages in the Retirement Census have reported co-locating with aged care or have aged care located within 500 meters of the village.

Resident snapshot



Residents in the village



65%
of residents are female



35%
of residents are male



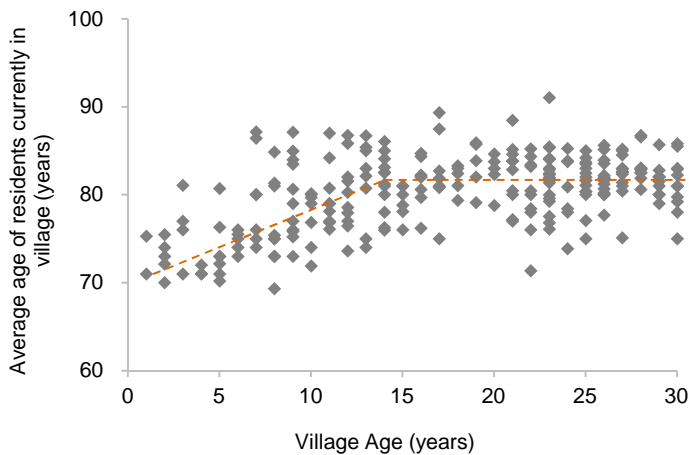
57%
of ILUs are occupied by a single resident



43%
of ILUs are occupied by couples



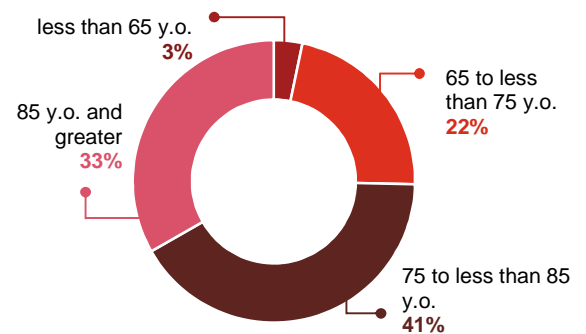
Average resident age and village age



The average age of residents in a village increases with village age. This trend stabilises as the village approaches 15-20 years in age.



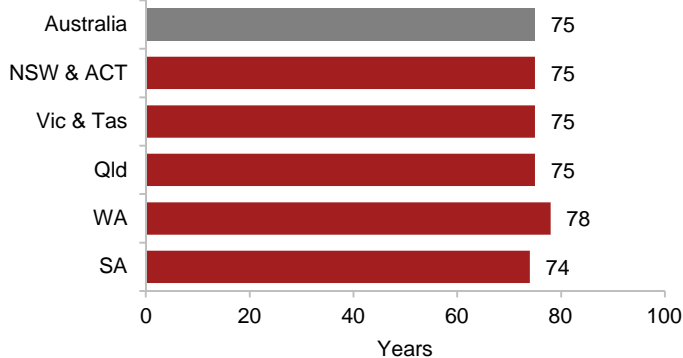
Current resident age



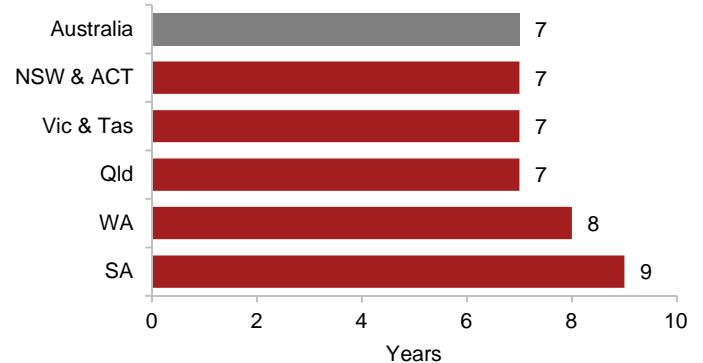
Similar to 2016, the average age of new residents this year is 75 years old across Australia. It is also important to note that **only 3% of residents are younger than 65 years old.**



Average resident age on entry into village



Average current tenure of residents



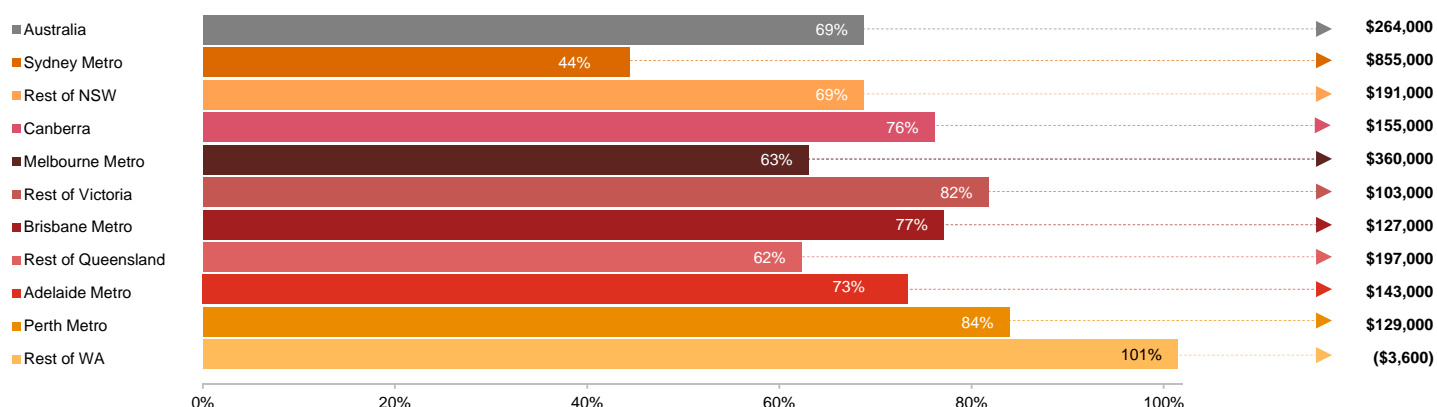
Affordability



Average two bedroom ILU price compared to median house price in the same postcode¹

Average two bedroom ILU as a % of postcode median house price

Average price difference between two bedroom ILU and postcode median house price

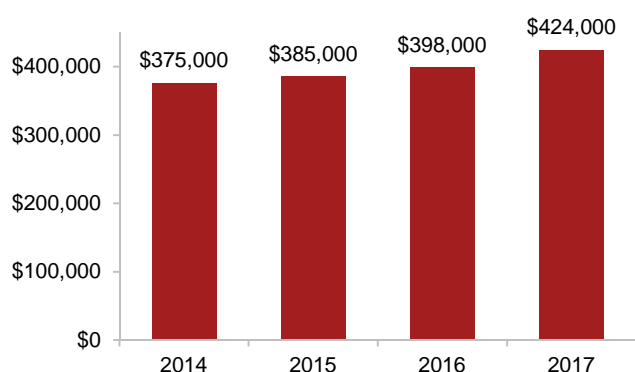


ILUs on average remain affordable compared to the median price of houses in the same postcode. This is especially prevalent in Sydney and Melbourne, both of which continued to experience significant capital growth in the residential market. This is good news for seniors, most of whom downsize from their own homes.

On the other hand, the average two bedroom ILU price in rest of WA is now on par with the median house price in the same postcode. This is driven by the weakening residential property market in WA, particularly in non-metro areas, whilst prices of ILUs remained stable.



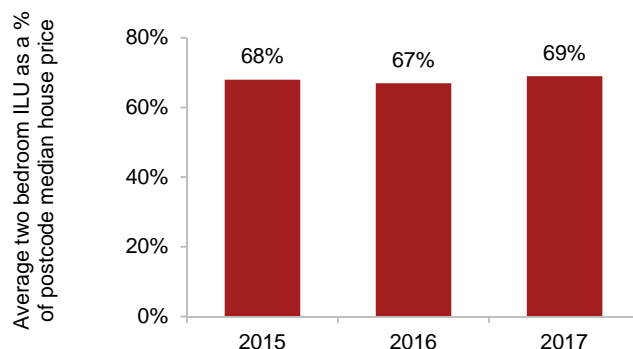
Two bedroom ILUs – National average price



The national average price of two bedroom ILUs has seen moderate growth year-on-year (c. 3% CAGR) over the past 4 years.



National average two bedroom ILU price as a % of postcode median house price



Despite a strong residential property market in Australia, the national, average two bedroom ILUs remain affordable compared to the median house price.

While this metric remains fairly consistent with prior years on a national level, some areas with strong residential markets have experienced an improvement in affordability, whereas other areas have seen a decrease in affordability.

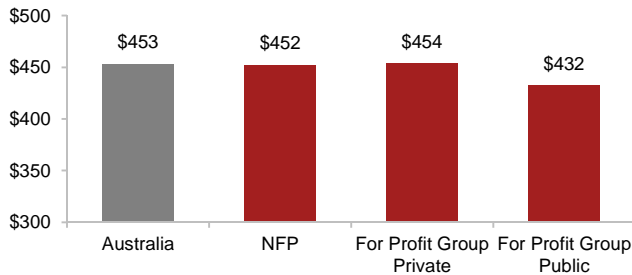
¹Postcode median data provided by CoreLogic

Fees and deferred payments



Monthly service fees by village operator – single residents

Weighted Average Price

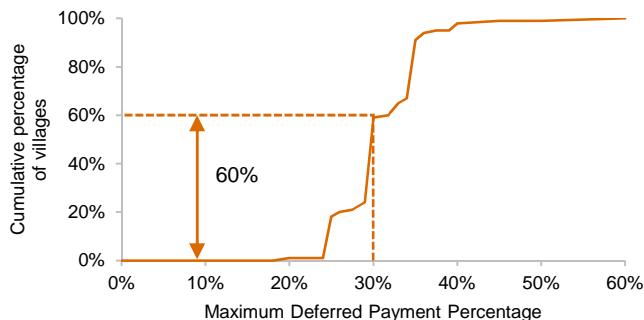


Average monthly service fees are **similar across the different operator segments**.

Service fees are charged on a cost recovery (not for profit) basis and cover costs such as common area cleaning.



Maximum deferred payment at villages



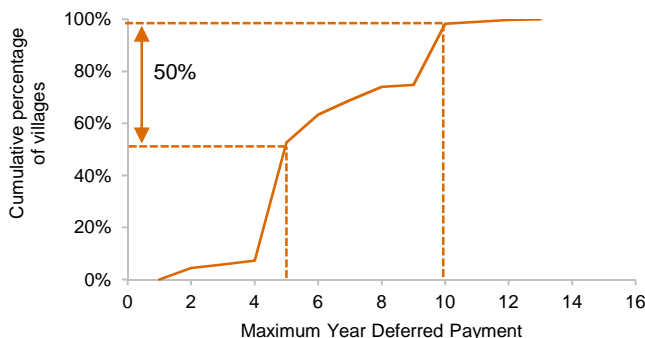
There are a variety of deferred payment structures reflecting a broad range of village standards, service offerings and financial arrangements tailored for residents.

In this year's Retirement Census, the maximum deferred payment percentage for 60% of villages is **30% or below**.

Typically, the deferred payment percentage will increase with tenure up to a maximum capped amount.



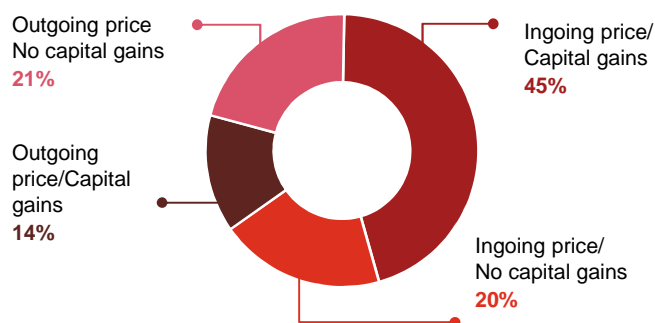
Maximum year of deferred payment at villages



In this year's Retirement Census, approximately half the villages reach the **maximum deferred payment percentage by 5 years**, with the remaining reaching the maximum percentage by 10 years.

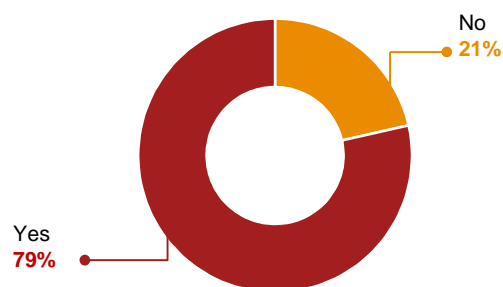
Other key findings

% | Deferred payment structure offered to new residents



45% of villages have the deferred payment percentage applied to the ingoing price (purchase price) as well as a share in the capital gains.

Buy Back Guarantee (% of villages)

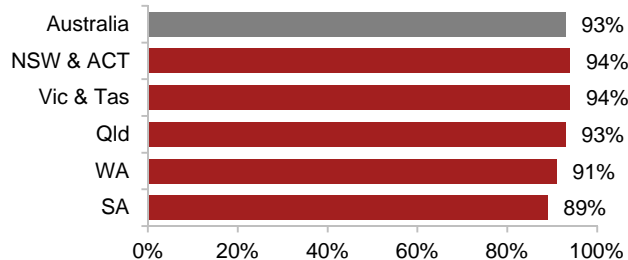


79% of villages have a Buy Back Guarantee (combination of legal requirement and voluntary contractual obligation) which vary from village to village.

This provides residents with confidence that on departure, the operator will purchase back the ILU within a certain period of time if a buyer is not found.

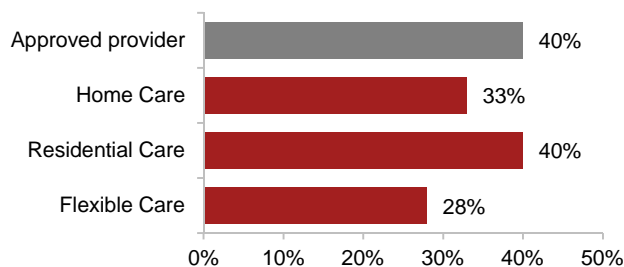
Village occupancy by region

Occupancy (%)



Village occupancy remains relatively high across all regions.

Approved provider status



40% of villages are operated by an approved provider for either home care, residential care or flexible care. 33% of villages are operated by an approved provider for Home Care.

PwC/the Property Council of Australia sincerely thank all data contributors for their participation, and CoreLogic for providing median price data.

Notes:

When comparing previous Retirement Census numbers to this year, it is important to note that the number and diversity of participants changes from year to year.

The term "Deferred Payments" is more accurate expression for what is sometimes called a "Deferred Management Fee".

The PwC/Property Council Retirement Census is the most comprehensive aggregated data source on retirement villages in Australia, covering the physical characteristics of villages, ownership details, business attributes and demographic data. The Retirement Census is based on data which was collected from Property Council retirement living operator members and other contributors and analysed by PwC.

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Appendix 6

RESPONSE TO CL. 25(5)(B) MATTERS

Appendix 6

Response to Cl. 25(5)(b) of the SEPP

- 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.

The following attributes apply to the land;

ATTRIBUTE	COMMENT
Acid Sulphate Soils	Mapped as Class 5 (no known occurrences)
Bushfire Prone Land	<p>The site is mapped as bushfire prone land, containing Category 1 Vegetation and buffer land.</p> <p><i>Seniors living</i> is categorized as a <i>special fire protection purpose</i> under Planning for Bushfire 2006 & 2017. The current layout has been designed taking into account anticipated increased Asset Protections Zones for special fire protection purpose developments.</p> <p>The development has been designed to accommodate Asset Protection Zones of 60m (within the site) to the northern, eastern and western boundaries and 40m to the south.</p> <p>It should be noted that the current layout plan incorporates approximately 16 buildings containing 44 units within the western Asset Protection Zone to adjacent Lot 27 DP663662, 137 Johns Road. This adjacent land was recently rezoned and is the subject of a Development Application for the creation of 58 residential allotments (Council Ref: 1419/2017).</p> <p>At the time of writing, this adjacent DA was still under evaluation with the Central Coast Council. It is anticipated that there will be strong market demand for development of this site once approved.</p> <p>The Proponent understands that approval of the proposed 44 units upon the subject land is contingent upon consent being granted for the adjacent residential development AND the construction of that estate (i.e. removal of vegetation/ bushfire risk). Until this occurs, or until a separate easement for the maintenance of an Asset Protection Zone (as permitted under Planning for Bushfire Protection 2006) is negotiated over Lot 27, those 16 buildings (44 units) will be deferred to a later stage of the project, but are included at this stage for completeness of overall site planning.</p>

Flood Prone Land	<p>The site contains land mapped as Flood Prone Land.</p> <p>A detailed response was provided to the Department in ADW Johnson's letter dated 28th February 2019, along with Preliminary Flooding and Evacuation Assessment provided as Appendix 3 to that letter.</p> <p>The revised set of plans provided as Appendix 3 to the Revised Planning Report include a flood mapping plan for the site, which details an alternate internal route to a flood free area of Murrawal Road.</p> <p>It should be noted that localized drainage (and flooding) conditions will be improved during civil design and construction phase. Full details will be provided with a future Development Application.</p>
Mine Subsidence	<p>The site is <u>not</u> located within a proclaimed Mine Subsidence District.</p>
Vegetation	<p>The site is a mix of cleared areas, scattered shade trees and areas having moderate native vegetation cover. The heaviest vegetated area are excluded from the development footprint.</p> <p>Full ecological assessments, including measures to avoid, minimize and mitigate will be undertaken as part of DA documentation.</p>

The site possesses few significant constraints and those which are present can be designed around without the need for detrimental works or an adverse impact on the surrounding environment.

The setting of the site, being on the urban fringe and within an identified future urban release area, presents a unique opportunity to provide seniors accommodation in a quiet, tranquil and semi-rural environment (at present) whilst still being within close proximity to services and infrastructure. To this end, care will be taken with the design to ensure that the built form will be of an appropriate scale and appearance which responds to the topography of the site and blends with the character of the surrounding area – both existing and planned.

The site is not mapped as Coastal Environment Area, under SEPP (Coastal Management) 2018 as showing in Figure 1 below.

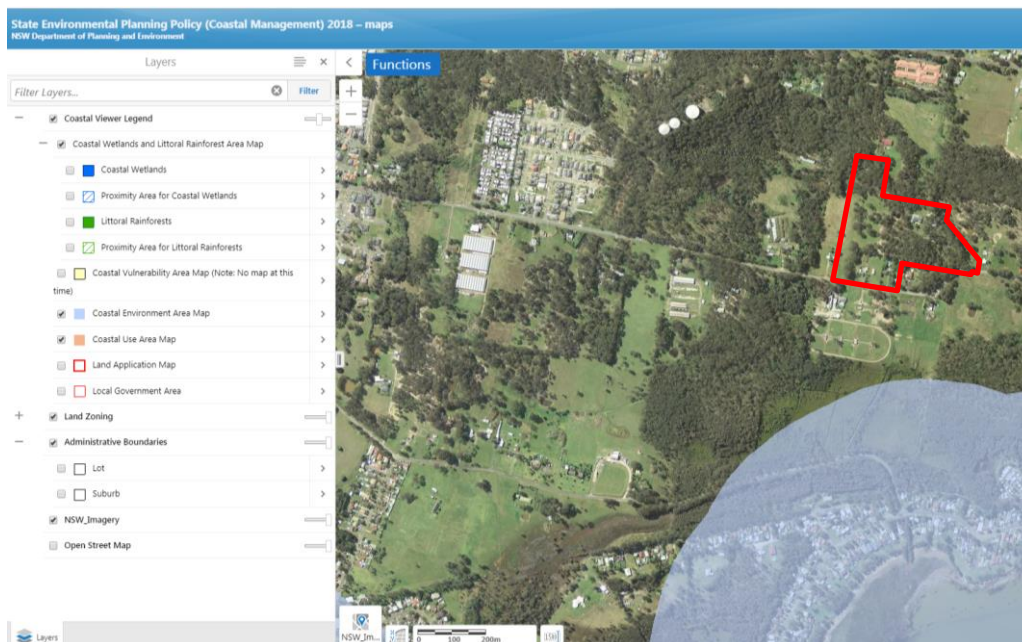


Figure 1: SEPP (Coastal Management) 2018

II. ☐ The impact that the proposed development is likely to have on the uses that are likely to be the future uses of the land in the vicinity of the development.

The site is located within Precinct 3b of the North Wyong Shire Structure Plan - an area identified for future urban (residential) growth.

The site is located close to at least three (3) other aged care/senior housing developments, which are likely to remain for many years into the future.

Future development in the vicinity will likely take the form of low density residential development.

This proposal is entirely consistent with the planned urban form in this locality.

III. ☐ The services and infrastructure that are or will be available to meet the demands arising from the development (particularly retail, community, medical and transport services having regard to the location and access requirements set out in Clause 26 of the SEPP) and any proposed financial arrangements for the infrastructure provision.

Clause 26 of the SEPP provides:

26 Location and access to facilities

- (1) *A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with sub clause (2) to:*
 - (a) *shops, bank service providers and other retail and commercial services that residents may reasonably require, and*
 - (b) *community services and recreation facilities, and*
 - (c) *the practice of a general medical practitioner.*

- (2) Access complies with this clause if:
- (c) in the case of a proposed development on land in a local government area that is not within the Sydney Statistical Division—there is a transport service available to the residents who will occupy the proposed development:
 - (i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and
 - (ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in sub clause (1), and
 - (iii) that is available both to and from the proposed development during daylight hours at least once each day from Monday to Friday (both days inclusive),and the gradient along the pathway from the site to the public transport services (and from the transport services to the facilities and services referred to in sub clause (1)) complies with sub clause (3).

Comment: The proposed development will provide a regular village bus service to nearby shopping centres of Wadalba, Kanwal and further afield to Lake Haven, Gorokan, Toukley and Wyong as required. This allows access to a number of shops, banking facilities, restaurants, cafes and general services. Numerous club and other recreation and sporting facilities exist in both nearby towns.

In addition, a number of general practitioners are located within both Wadalba & Kanwal shopping villages, whilst a large, well-equipped public hospital and other specialised health services are located within the immediate area.

The proposed bus service will meet the requirements of sub-clause 2 with details to be provided through the development application process. Given that the facility will provide a specialized service for residents only, it will be able to provide a door to door service.

Clause 26 also refers to Part 5 of the SEPP which states:

Part 5 Development on land adjoining land zoned primarily for urban purposes

42 Serviced self-care housing

- (1) A consent authority must not consent to a development application made pursuant to this Chapter to carry out development for the purpose of serviced self-care housing on land that adjoins land zoned primarily for urban purposes unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have reasonable access to:
 - (a) home delivered meals, and
 - (b) personal care and home nursing, and
 - (c) assistance with housework.
- (2) For the purposes of sub clause (1), residents of a proposed development do not have reasonable access to the services referred to in sub clause (1) if those services will be limited to services provided to residents under Government provided or funded community based care programs (such as the Home and Community Care Program administered by the Commonwealth and the State and the Community Aged Care and Extended Aged Care at Home programs administered by the Commonwealth).

Comment: The proposed development will provide all services required under Clause 42 (1). The proponent has experience with other village operations where service contracts are in place with 3rd party providers. Similar arrangements will be made for this proposed development. Full details will be provided with the future development application.

43 Transport services to local centres

- (1) *A consent authority must not consent to a development application made pursuant to this Chapter to carry out development for the purpose of serviced self-care housing on land that adjoins land zoned primarily for urban purposes unless the consent authority is satisfied that a bus capable of carrying at least 10 passengers will be provided to the residents of the proposed development:*
- (a) *that will drop off and pick up passengers at a local centre that provides residents with access to the following:*
 - (i) *shops, bank service providers and other retail and commercial services that residents may reasonably require,*
 - (ii) *community services and recreation facilities,*
 - (iii) *the practice of a general medical practitioner, and*
 - (b) *that is available both to and from the proposed development to any such local centre at least once between 8am and 12pm each day and at least once between 12pm and 6pm each day.*
- (2) *Subclause (1) does not apply to a development application to carry out development for the purposes of the accommodation of people with dementia.*

Comment: The proposed development will provide a bus services as required under Clause 43 (1.) Full details will be provided with the future development application.

In addition, a public bus service as detailed earlier in this report (and timetable at Appendix 4) is available to the site.

44 Availability of facilities and services

A consent authority must be satisfied that any facility or service provided as a part of a proposed development to be carried out on land that adjoins land zoned primarily for urban purposes will be available to residents when the housing is ready for occupation. In the case of a staged development, the facilities or services may be provided proportionately according to the number of residents in each stage.

Comment: The proposed development will ensure that upon first occupancy all required services as listed above will be available. This would presumably be a condition on any consent issued by Council as well.

IV. ☐ In the case of applications in relation to land that is zoned open space or special uses – the impact of that proposed development is likely to have on the provision of land for open space or special uses in the vicinity of the development.

N/A.

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.

Buildings within the development will not exceed two storey, which is consistent with permitted heights on adjacent land and future strategic intent.

The low-rise scale of the development and the ability to integrate the design of the site (i.e. internal roads and earthworks) and built form of the dwellings into the topography and slope of the site will limit the potential visual of the development in terms of existing uses in the immediate vicinity and also when viewed from surrounding public areas.

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.

The Biodiversity Conservation (BC) Act 2016 and Regulation 2017 were enacted on 25 August 2017. The BC legislation replaces the Threatened Species Conservation Act 1995 (TSC Act). It is noted that the NSW Biodiversity Map that has been produced for the new legislation identifies small areas of land at the front of the subject property as being of high biodiversity value, and under the new legislation this would possibly trigger entry into the Biodiversity Offsets Scheme.

Full ecological assessments, including measures to avoid, minimize and mitigate will be undertaken as part of DA documentation.

The development has been designed so as not to impact on vegetation within the northern portion of the site, with a 60m bushfire Asset Protection Zone provided between this vegetation and future buildings.

Appendix 7

OTHER RELEVANT MATTERS

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 adjoins 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 Plaza	6.2	10 mins	Supermarket, variety of speciality shops, medical, banking and other facilities.
Within a 7km radius of the site also includes the business of Tuggerah, Gorokan & Toukley – each containing a variety retail and commercial			

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 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.

Natural environment (including known significant environmental values and resources or hazards)

The northern and eastern portions of the site are vegetated and rise upwards 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 been 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 the site also includes the business of Tuggerah, Gorokan & Toukley – each containing a variety retail and commercial			
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.

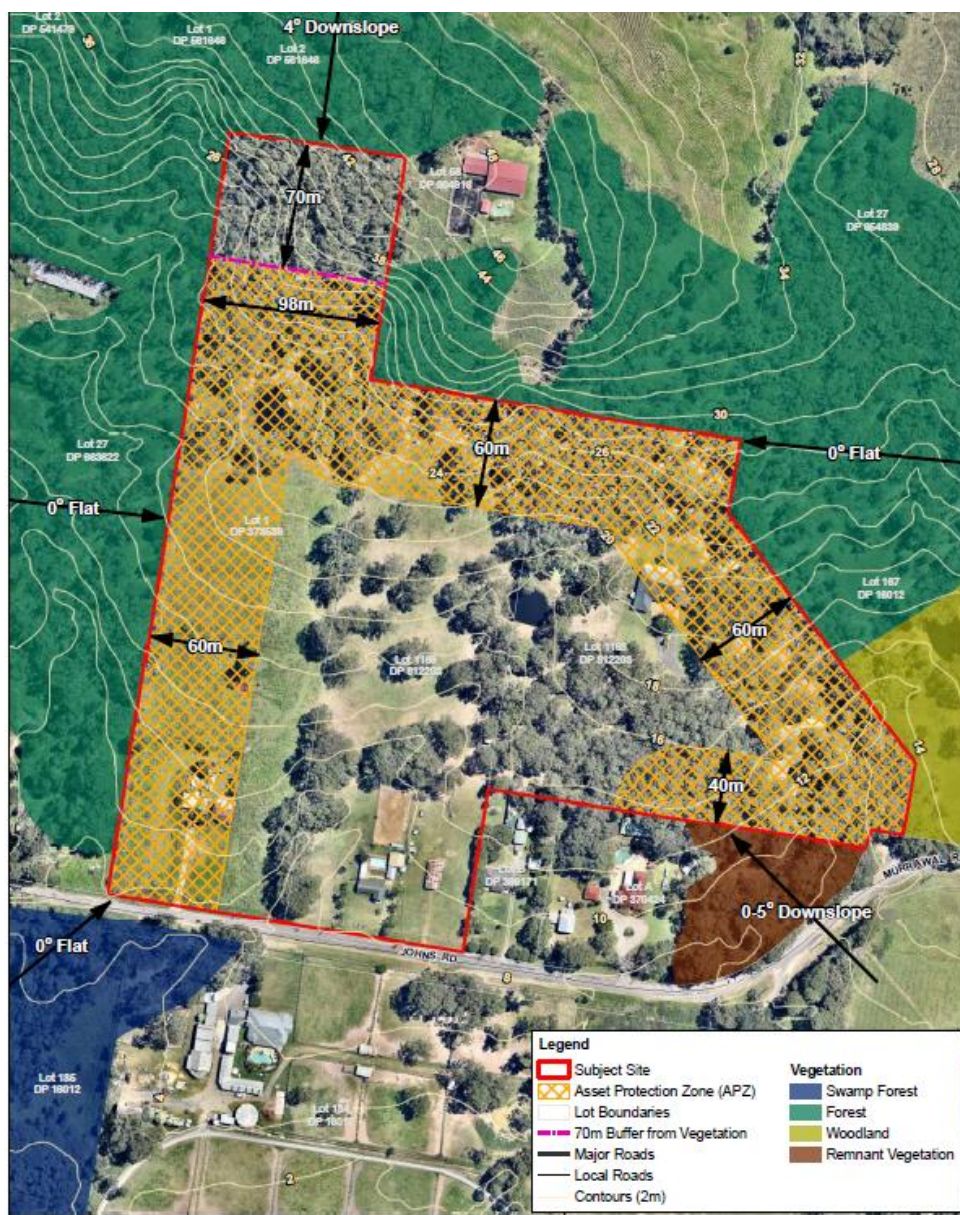


Figure 8 – Asset Protection Zone (APZ) Management (Source: Kleinfelder)

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.

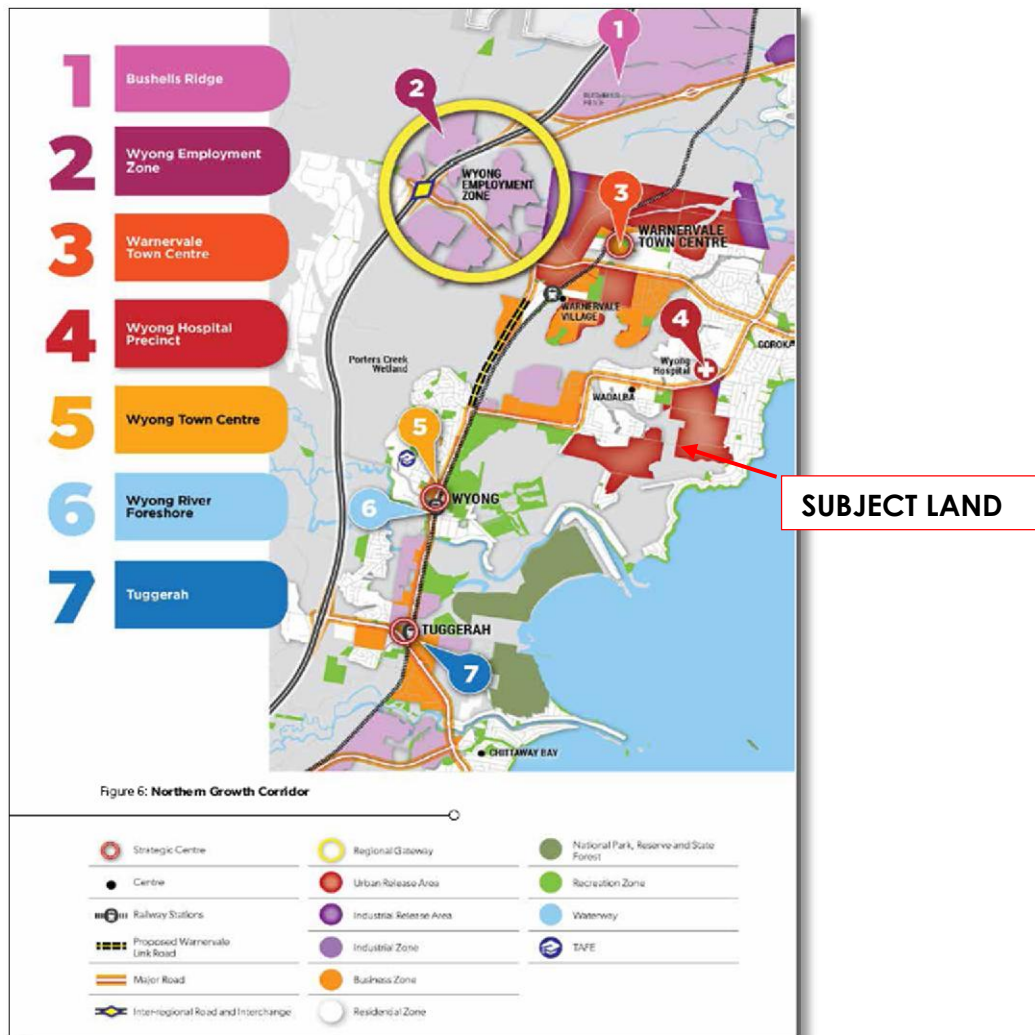


Figure 8: Northern Growth Corridor, Central Coast Regional Plan 2036

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.

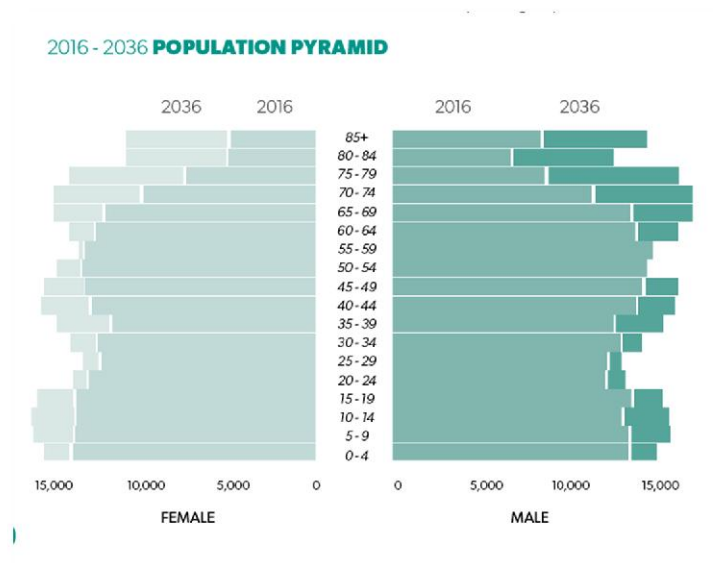


Figure 9: 2013-2036 Population Pyramid from the Plan, Central Coast Regional Plan 2036

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

This proposal is entirely consistent 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.

Appendix 8

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>
Sent: Wednesday, 16 January 2019 3:30 PM
To: 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

Appendix 9

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

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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:

- 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 S7.11 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 be 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@adwjohanson.com.au.

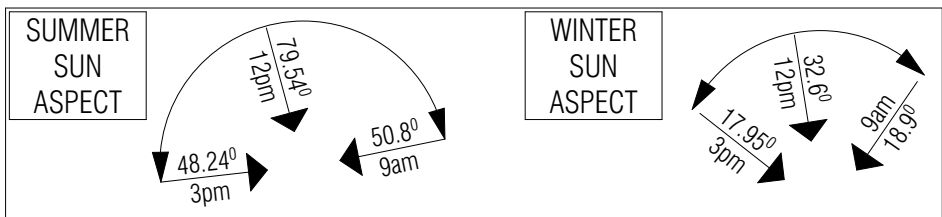
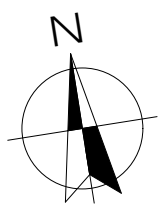
Yours faithfully,

A handwritten signature in blue ink, appearing to read 'C. N. Smith'.

Chris Smith
Senior Town Planner
ADW JOHNSON

Attachment 1

UPDATED PLAN SET



DEVELOPMENT CALCULATIONS

SINGLE STOREY VILLAS

STRUCTURES	=	6
DWELLINGS	=	6

TWO STOREY 'UP & DOWN' TOWNHOUSES

STRUCTURES	=	58
DWELLINGS	=	116

TWO STOREY 8 UNIT MULTI RES.

STRUCTURES	=	10
DWELLINGS	=	80

TOTALS

STRUCTURES	=	74
DWELLINGS	=	202

DEVELOPMENT AFFECTED BY APZ

SINGLE STOREY VILLAS

STRUCTURES	=	0
DWELLINGS	=	0

TWO STOREY 'UP & DOWN' TOWNHOUSES

STRUCTURES	=	14
DWELLINGS	=	28

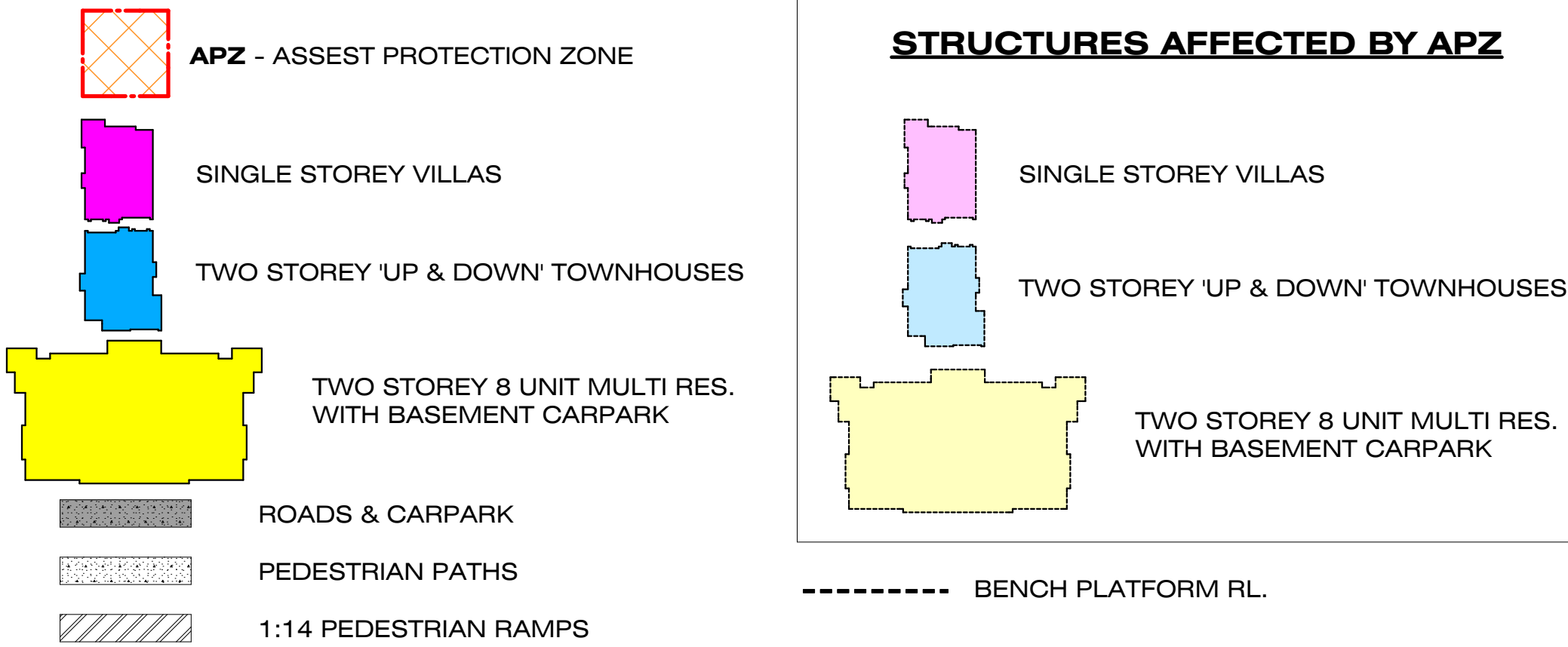
TWO STOREY 8 UNIT MULTI RES.

STRUCTURES	=	2
DWELLINGS	=	16

TOTALS

STRUCTURES	=	16
DWELLINGS	=	44

LEGEND



SITE CALCULATIONS

SITE AREA	10.7 ha	107025 m ²
NON APZ AREA	=	47153 m ²
APZ AREA	=	59872 m ²

SINGLE STOREY VILLAS

SITE COVERAGE	=	1200 m ²
FSR	=	0.1 : 1

TWO STOREY 'UP & DOWN' TOWNHOUSES

SITE COVERAGE	=	24940 m ²
FSR	=	0.15 : 1

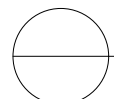
TWO STOREY 8 UNIT MULTI RES.

SITE COVERAGE	=	9270 m ²
FSR	=	0.11 : 1

APPROX. AMENITIES SITE COVERAGE	=	3000 m ²
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TOTALS

SITE COVERAGE	35.8 %	=	38410 m ²
FSR		=	0.36 : 1



SITE LAYOUT

SCALE 1:1000

ISSUE	21/02/19	AMENDMENT	ISSUED FOR SEATTLE PLANNING ASSESSMENT
BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 392 045 335			
PROJECT JOHNS ROAD RETIREMENT VILLAGE			
LOCATION 135 JOHNS ROAD WADALBA			
CLIENT TOCAE GROUP			
DRAWING SITE LAYOUT			
SCALE AS SHOWN	DRAWN MLB	DATE 21/02/2019	ISSUE A
DWG No. 1 / 7	JOB No. TOC 1901		



SITE EARTHWORKS & ACCESS
SCALE 1:1000

LEGEND

APZ - ASSEST PROTECTION ZONE

STRUCTURES AFFECTED BY APZ

- SINGLE STOREY VILLAS
- TWO STOREY 'UP & DOWN' TOWNHOUSES
- TWO STOREY 8 UNIT MULTI RES. WITH BASEMENT CARPARK

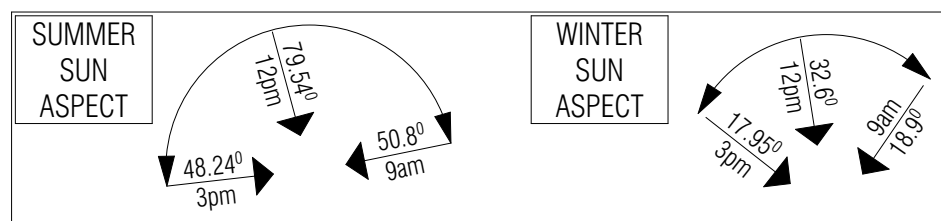
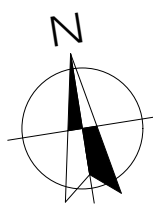
ROADS & CARPARK

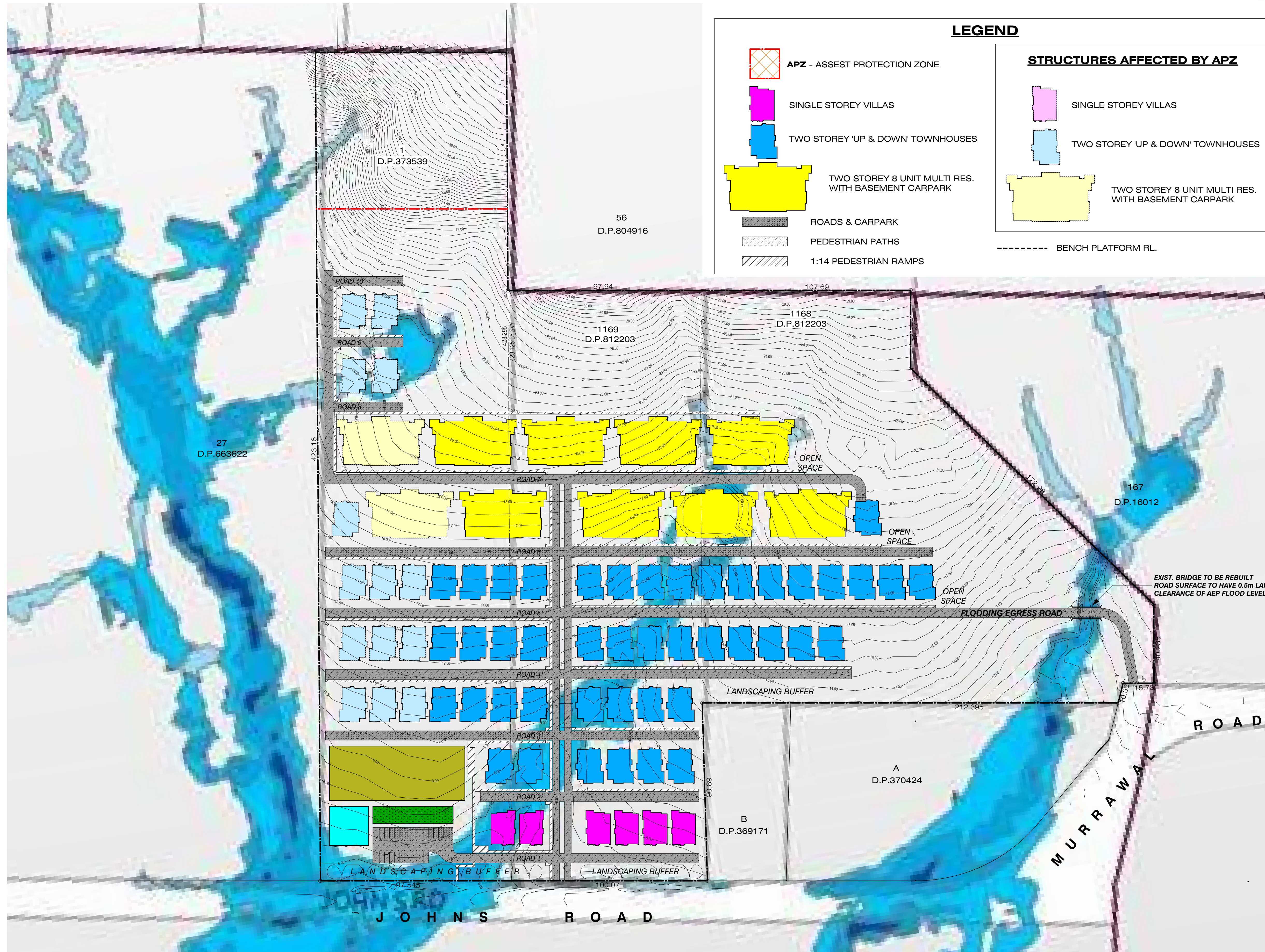
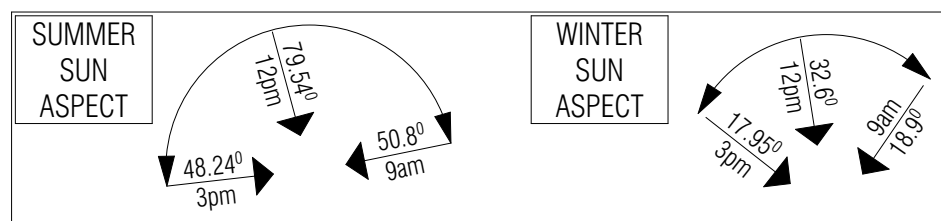
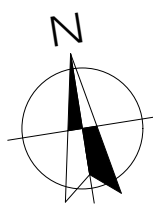
PEDESTRIAN PATHS

1:14 PEDESTRIAN RAMPS

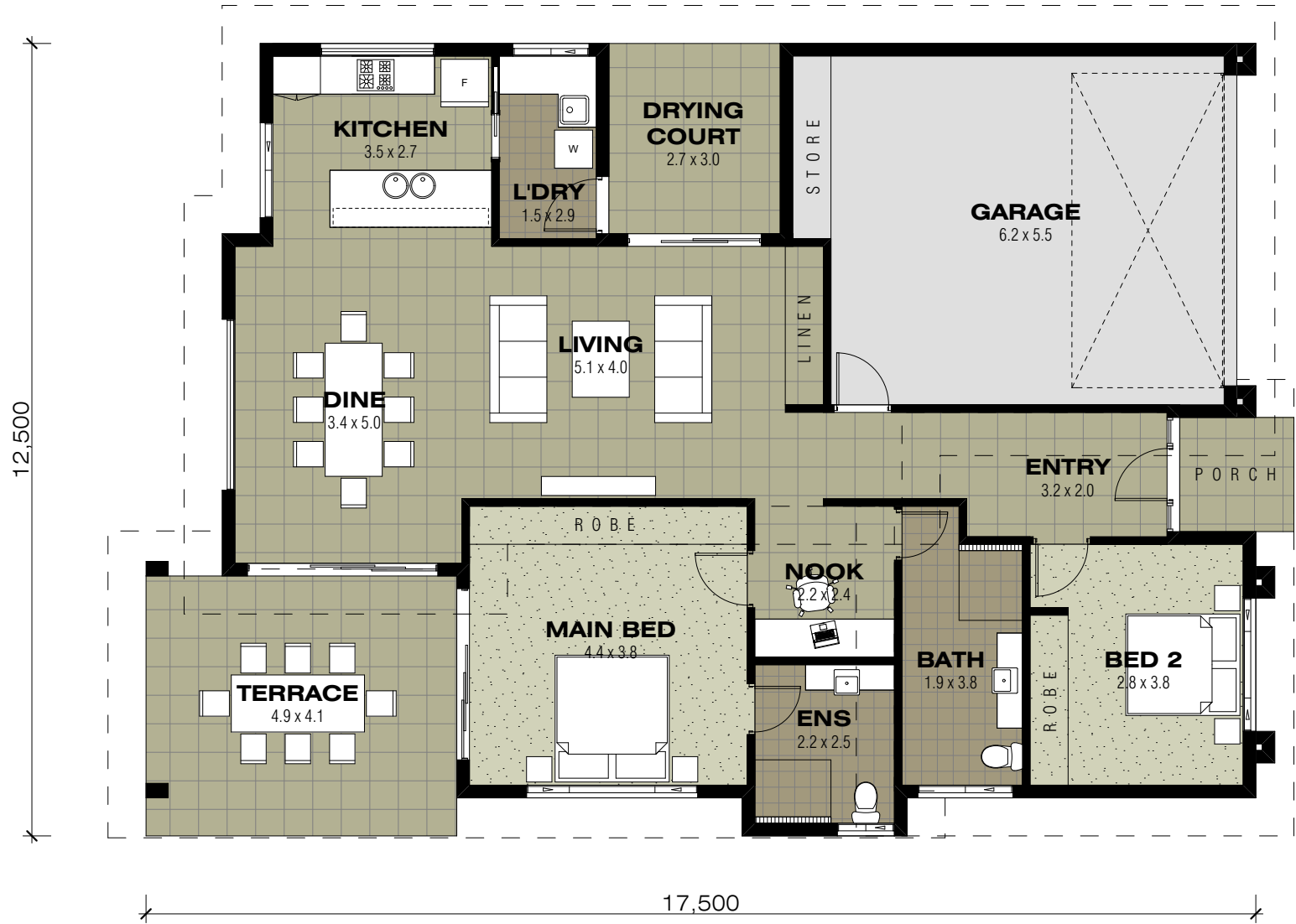
BENCH PLATFORM RL.

BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 392 045 355	
PROJECT	JOHNS ROAD RETIREMENT VILLAGE
LOCATION	135 JOHNS ROAD WADALBA
CLIENT	TOCAE GROUP
DRAWING	SITE EARTHWORKS & ACCESS
SCALE	AS SHOWN
DATE	21/02/2019
DWG No.	2 / 7
ISSUE	A
JOB No.	TOC 1901





AREA CALCULATIONS	
VILLA TYPE 1	
LIVING	= 129.6 m ²
GARAGE	= 39.4 m ²
TERRACE	= 20.1 m ²
DRYING COURT	= 8.1 m ²
PORCH	= 3.2 m ²



VILLA FLOOR PLAN
SCALE 1:100

VILLA TYPE 1 & 2



VILLA TYPE '1' FRONT PERSPECTIVE
NOT TO SCALE

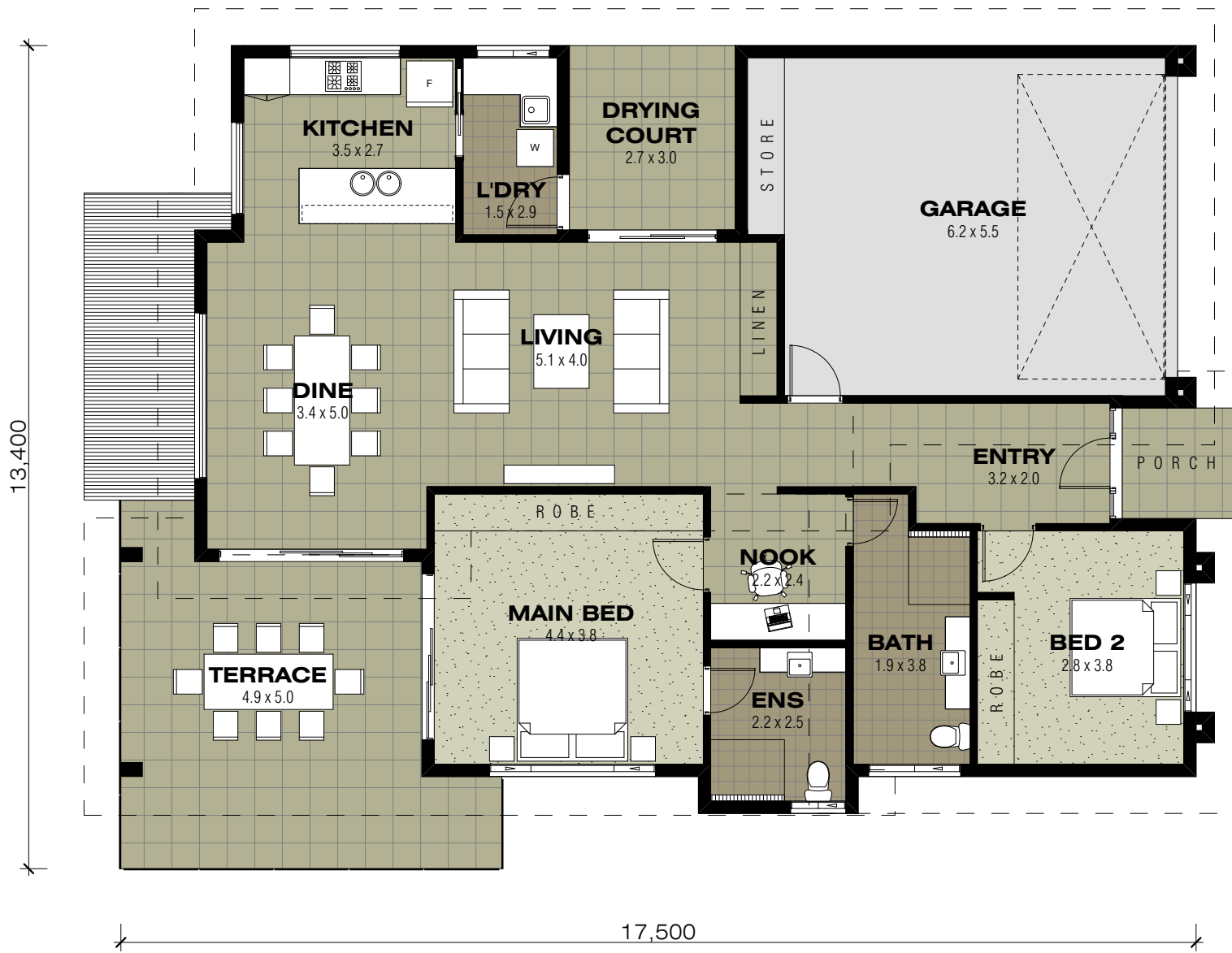


VILLA TYPE '2' FRONT PERSPECTIVE
NOT TO SCALE

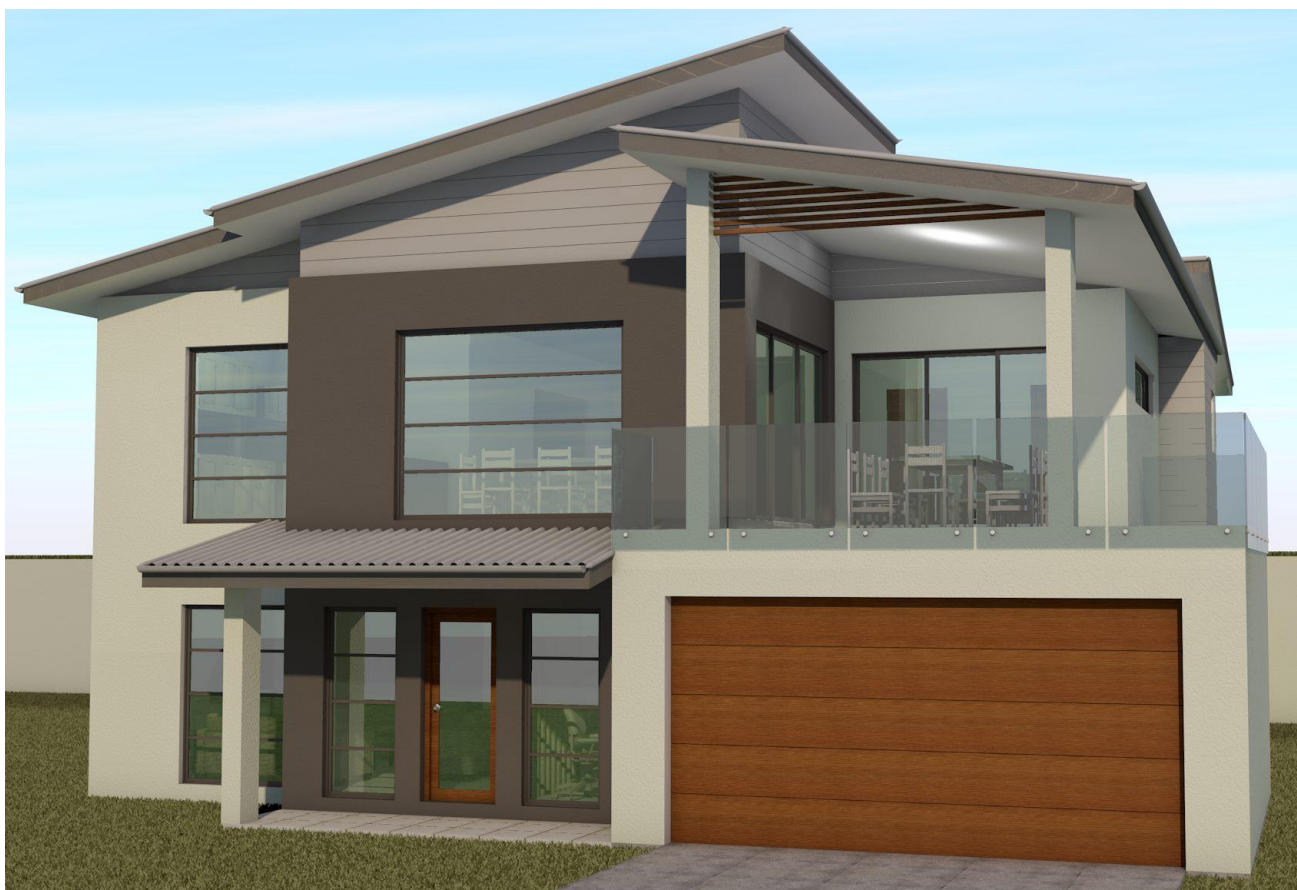
UP & DOWN TOWNHOUSE TYPE 1 & 2



TOWNHOUSE LOWER FLOOR PLAN
SCALE 1:100



TOWNHOUSE UPPER FLOOR PLAN
SCALE 1:100



TOWNHOUSE TYPE '1' LOWER PERSPECTIVE
NOT TO SCALE



TOWNHOUSE TYPE '2' LOWER PERSPECTIVE
NOT TO SCALE

AREA CALCULATIONS	
UP & DOWN TYPE 1	
LOWER UNIT	
LIVING	= 162.5 m ²
GARAGE	= 35.3 m ²
PATIO	= 11.7 m ²
PORCH	= 5.2 m ²
UPPER UNIT	
LIVING	= 129.6 m ²
GARAGE	= 39.4 m ²
TERRACE	= 27.7 m ²
DRYING COURT	= 8.1 m ²
PORCH	= 3.2 m ²



TOWNHOUSE TYPE '1' UPPER PERSPECTIVE
NOT TO SCALE

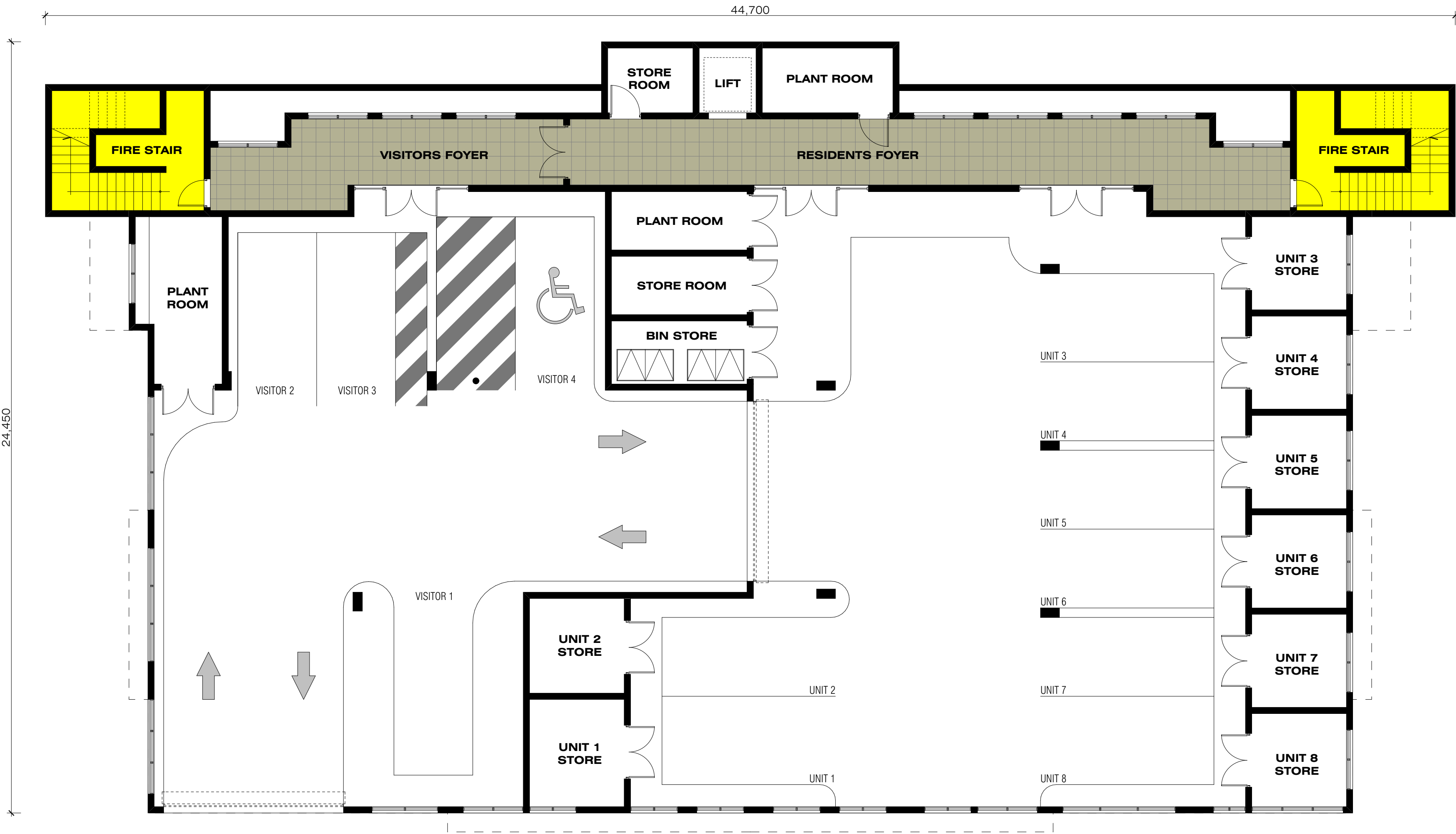


TOWNHOUSE TYPE '2' UPPER PERSPECTIVE
NOT TO SCALE

AREA CALCULATIONS		
MULTI RES. UNITS		
SITE COVERAGE		
PROPOSED	=	909 m ²
BASEMENT (PRIVATE)	=	531 m ²
BASEMENT (VISITORS)	=	321 m ²
UNITS 1/4/5/8		
LIVING	=	159 m ²
PATIO	=	3.6 m ²
TERRACE	=	28.3 m ²
UNITS 2/3/6/7		
LIVING	=	150 m ²
TERRACE	=	34 m ²



8 UNIT MULTI RESIDENTIAL



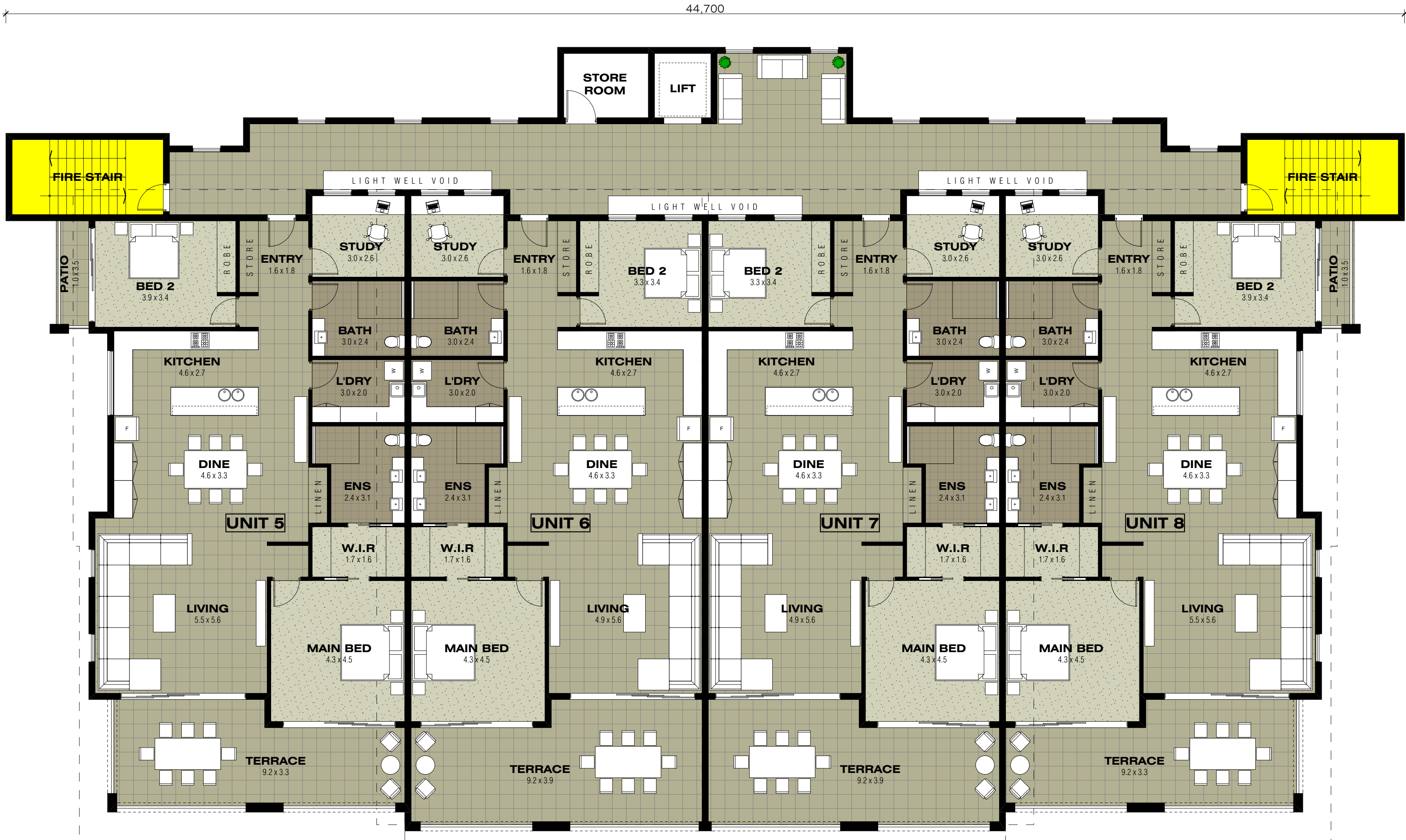
BASEMENT FLOOR PLAN
SCALE 1:100



LEVEL 1 FLOOR PLAN
SCALE 1:100

A		21/02/2019		ISSUED FOR STATE PLANNING ASSESSMENT	
ISSUE	1	DATE	21/02/2019	AMENDMENT	
BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 392 045 355					
PROJECT					
JOHNS ROAD RETIREMENT VILLAGE					
LOCATION					
135 JOHNS ROAD WADALBA					
CLIENT					
TOCAE GROUP					
DRAWING					
MULTI RESIDENTIAL LAYOUTS 1					
SCALE		DRAWN		ISSUE	
AS SHOWN		MLB		A	
DATE		21/02/2019		JOB No.	
DWG No.		6 / 7		TOC 1901	

AREA CALCULATIONS	
MULTI RES. UNITS	
SITE COVERAGE	
PROPOSED	= 909 m ²
BASEMENT (PRIVATE)	= 531 m ²
BASEMENT (VISITORS)	= 321 m ²
UNITS 1/4/5/8	
LIVING	= 159 m ²
PATIO	= 3.6 m ²
TERRACE	= 28.3 m ²
UNITS 2/3/6/7	
LIVING	= 150 m ²
TERRACE	= 34 m ²



LEVEL 2 FLOOR PLAN
SCALE 1:100

8 UNIT MULTI RESIDENTIAL



LOWER PERSPECTIVE
NOT TO SCALE

A 21/02/19 ISSUED FOR STATE PLANNING ASSESSMENT	
ISSUE	DATE
BLACKDRAFT architectural design blackdraft333@gmail.com mob 0449 758 866 abn 53 392 045 355	
PROJECT	
JOHNS ROAD RETIREMENT VILLAGE	
LOCATION	
135 JOHNS ROAD WADALBA	
CLIENT	
TOCAE GROUP	
DRAWING	
MULTI RESIDENTIAL LAYOUT 2	
SCALE	DRAWN
AS SHOWN	MLB
DATE	ISSUE
21/02/2019	A
DWG No.	JOB No.
7 / 7	TOC 1901

Attachment 2

BUSHFIRE ASSESSMENT REPORT



Daniel Smith Environmental Consultant
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 CONSTRAINTS 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:

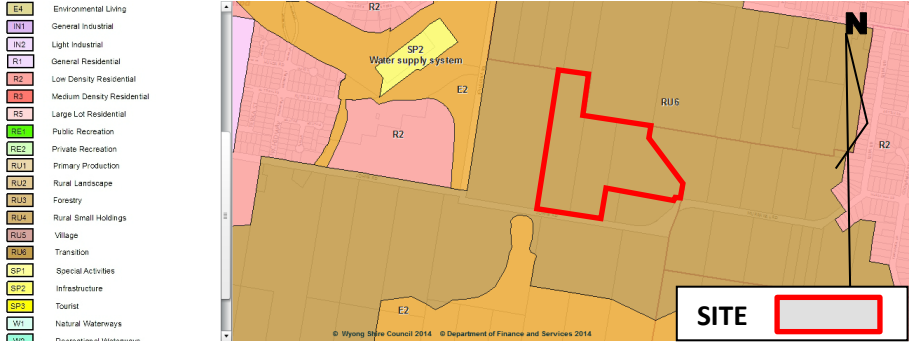
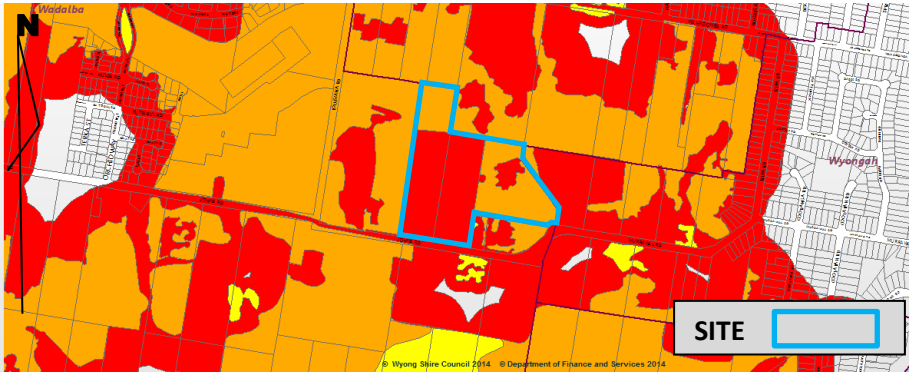
Due to the unpredictable nature of bushfires and of weather conditions at the time of a bushfire, this report cannot be taken as a guarantee that the recommended bushfire mitigation measures will protect the property from damage in every possible bushfire event. Ultimately, the onus is on the property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

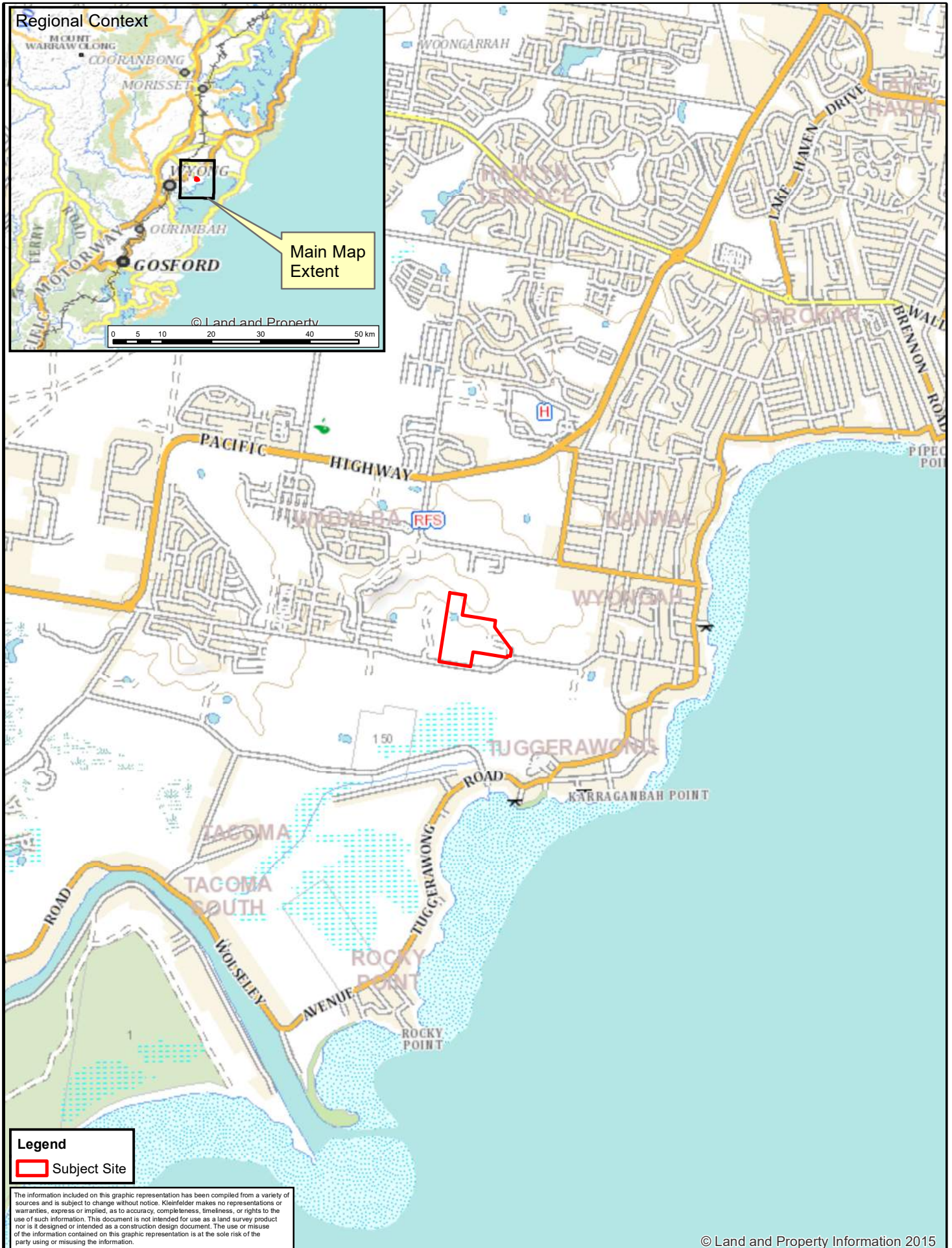
Daniel Smith Environmental Consultant

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 o : +61 2 4949 5200 m : +61 (0) 427 337 783 f : 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:	<p>The development site and adjoining land is zoned RU6 Transition under the Wyong LEP 2013.</p>  <p>Figure 1. Wyong LEP 2013 Zoning Map Extract.</p>
FDI Region:	Greater Hunter
FDI Rating:	100
Bushfire Prone Land:	<p>YES</p>  <p>Figure 2. Wyong BFPL Map extract.</p>
Assessment Date:	22 February 2017
Methodology:	<ol style="list-style-type: none">1. NSW Rural Fire Service (2006), <i>Planning for Bushfire Protection</i> (PBP 2006).2. Australian Standard AS3959-2009: <i>Construction of Buildings in Bushfire-Prone Areas</i>.
Development Type:	Bushfire constraints report for future integrated development Retirement Village/Seniors Living proposal requiring S100B approval from NSW Rural Fire Service.



© Land and Property Information 2015

<p>Kilometres</p> <p>0 0.25 0.5 0.75 1 1.25 1.5</p> <p>KLEINFELDER Bright People. Right Solutions. www.kleinfelder.com</p>	<p>PROJECT REFERENCE: 20164513</p> <p>DATE DRAWN: 24/02/2017 11:50 Version 1</p> <p>DRAWN BY: BDeane</p> <p>DATA SOURCE: LPI - 2015</p>	<p>Locality</p> <p>Mr. Gordon Eacott Bushfire Assessment Lots 1168 & 1169 DP 812203 and Lot 1 DP 373539 Johns and Murrawal Rd, Wadalba NSW 2259</p>	<p>FIGURE:</p> <p>3</p>
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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

Water Supply:

The subject site is located within a reticulated water supply area with a number of water hydrants located along the frontage of Johns Road.



Figure 4. Aerial figure showing location of water hydrants (blue dots).

Electricity Supplies:

The electrical supply of the area is located above ground.

Environmental Features:

To be confirmed by Kleinfelder 2016 preliminary environmental studies.

Heritage:

No known Aboriginal or European heritage matters exist.

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) & Planning for Bushfire Protection 2006.	Rainforest	Rainforest	Rainforest	Rainforest
	Remnant	Remnant	Remnant (SE)	Remnant
	Forests	Forests	Forests	Forests
	Woodland (Grassy)	Woodland (Grassy)	Woodland (Grassy)	Woodland (Grassy)
	Pine Plantation	Pine Plantation	Pine Plantation	Pine Plantation
	Tall Heath (Scrub)	Tall Heath (Scrub)	Tall Heath (Scrub)	Tall Heath (Scrub)
	Short Heath	Short Heath	Short Heath	Short Heath
	Wetlands (Freshwater)	Wetlands (Freshwater)	Wetlands (Freshwater)	Wetlands (Freshwater)
	Forested Wetlands	Forested Wetlands	Forested Wetlands (SW)	Forested Wetlands
	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.

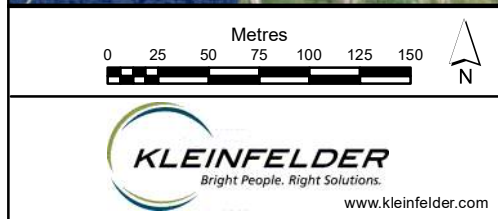
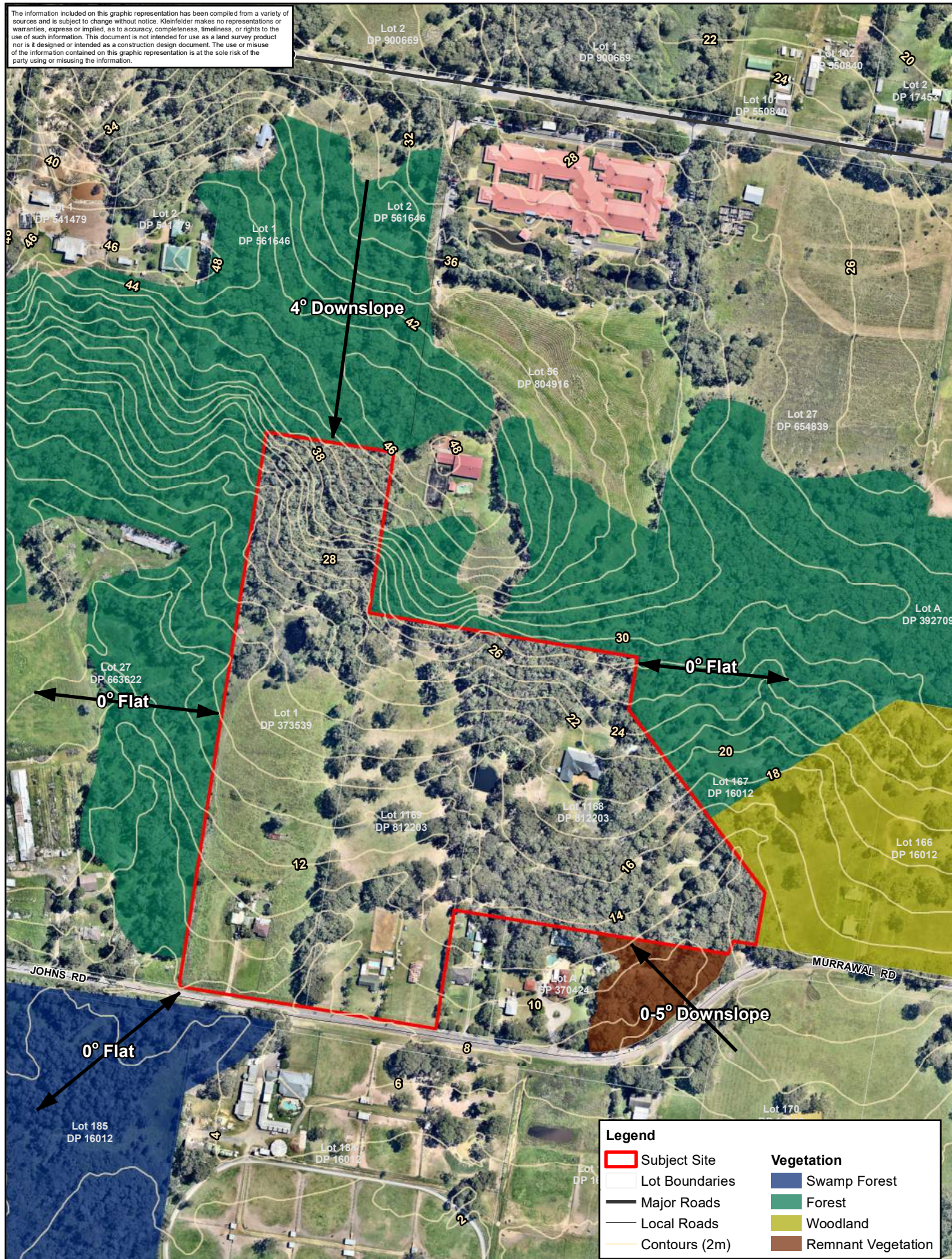
Effective Slope	North	East	South	West
Upslope/Flat	Upslope/Flat 0°	Upslope/Flat 0°	Upslope/Flat 0°	Upslope/Flat 0°
Downslope	>0° to 5°	>0° to 5°	>0° to 5°	>0° to 5°
	>5° to 10°	>5° to 10°	>5° to 10°	>5° to 10°
	>10° to 15°	>10° to 15°	>10° to 15°	>10° to 15°
	>15° to 20°	>15° to 20°	>15° to 20°	>15° 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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PROJECT REFERENCE: 20164513
DATE DRAWN: 24/02/2017 11:44 Version 1
DRAWN BY: BDeane
DATA SOURCE:
LPI - 2009
Nearmap - 2017
Kleinfelder - 2017

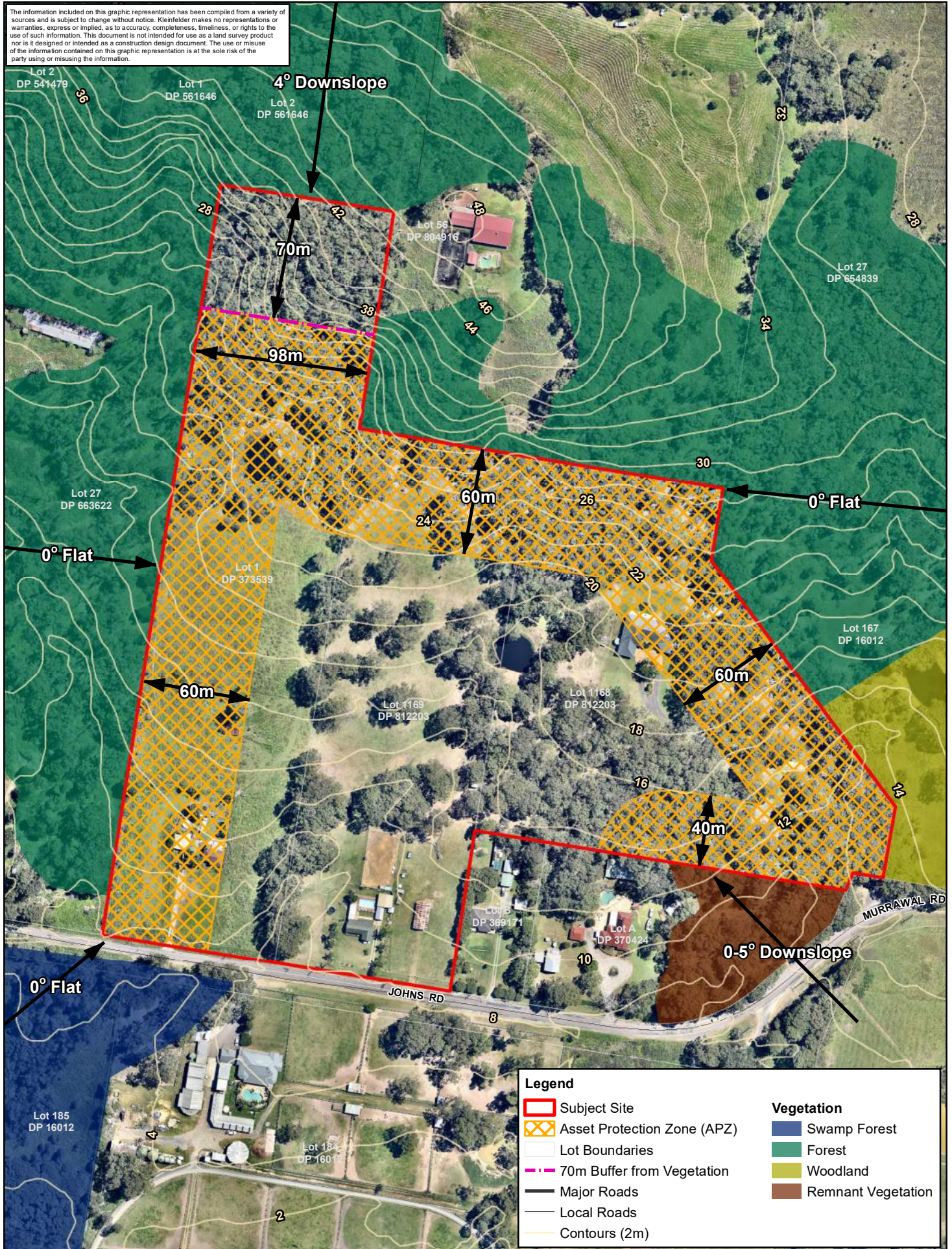
Bushfire Assessment

Mr. Gordon Eacott
Bushfire Assessment
Lots 1168 & 1169 DP 812203 and Lot 1 DP 373539
Johns and Murrawal Rd, Wadalba NSW 2259

FIGURE:

5

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<p>Metres</p> <p>0 12.5 25 50 75 100</p> <p>KLEINFELDER Bright People. Right Solutions. www.kleinfelder.com</p>	<p>PROJECT REFERENCE: 20164513</p>	<p>Asset Protection Zone (APZ) Management</p>	<p>FIGURE:</p> <p>6</p>
	<p>DATE DRAWN: 24/02/2017 12:08Version 1</p>		
	<p>DRAWN BY: BDeane</p>	<p>Mr. Gordon Eacott Bushfire Assessment Lots 1168 & 1169 DP 812203 and Lot 1 DP 373539 Johns and Murrawal Rd, Wadalba NSW 2259</p>	
	<p>DATA SOURCE: LPI - 2009 Nearmap - 2017 Kleinfelder - 2017</p>		



Plate 2. Remnant vegetation 0-5 degrees down-slope to southeast of subject site.



Plate 3. Forested Wetland 0 degrees flat to the southwest of subject site.



Plate 4. Woodland up-slope to the east of subject site.



Plate 5. Forest cross-slope to the west of the subject site.

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 <i>Intent of measures: 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.</i>	<p>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.</p> <ul style="list-style-type: none"> 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 <i>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.</i>	<p>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.</p> <ul style="list-style-type: none"> 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 than 10 degrees; Roads are not to traverse through a wetland or other land potential subject to periodic inundation (other than flood or storm surge); 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 <i>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</i>	<p>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.</p> <p>Reticulated water supplies</p> <ul style="list-style-type: none"> 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. <p>Electricity</p> <ul style="list-style-type: none"> Electrical transmiission lines are to be located below ground. <p>Gas</p> <ul style="list-style-type: none"> 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.

<p>Emergency and Evacuation Planning</p> <p><i>Intent of Measures: To provide suitable emergency and evacuation (and relocation) arrangements for occupants of SFPP developments.</i></p>	<p>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.</p> <ul style="list-style-type: none"> ▪ 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'; <p>Note: <i>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.</i></p> <ul style="list-style-type: none"> ▪ 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 Horal

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.

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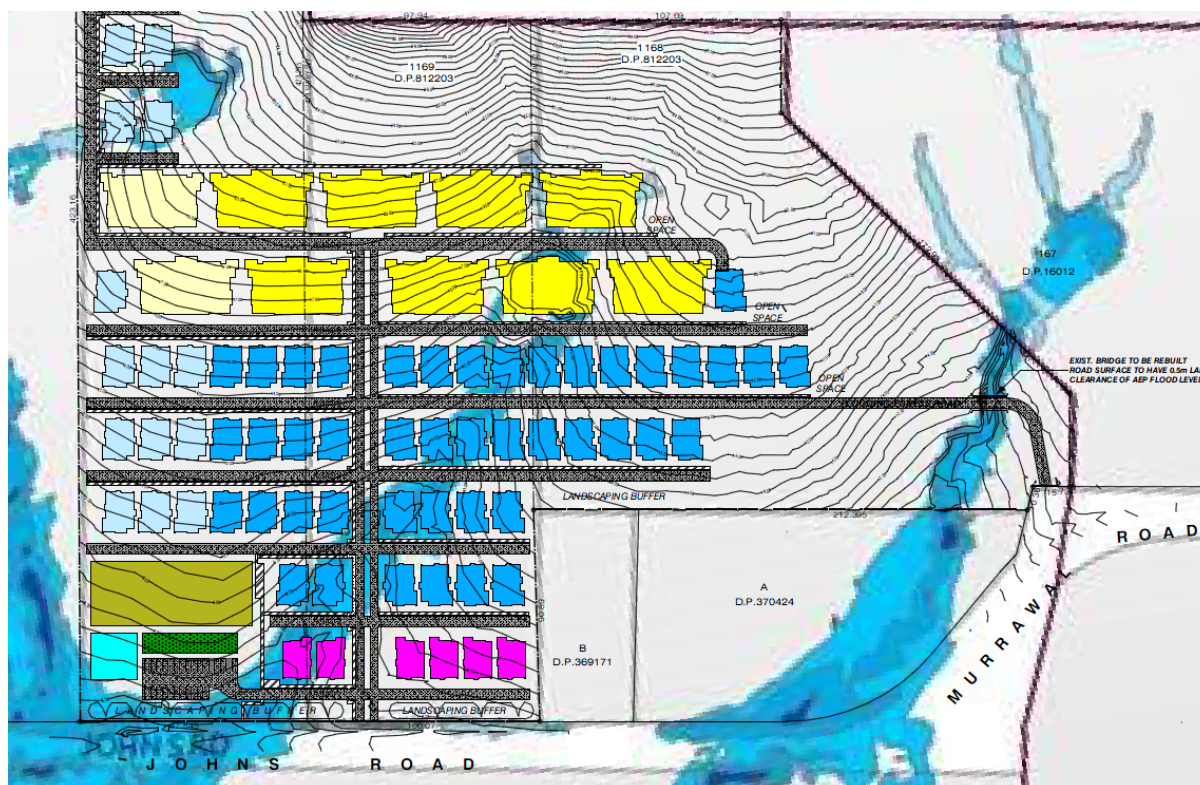


Figure 1: Approximate 100 year ARI Flood Extent (Source: CCC Mapping)

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 DEVELOPMENT 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:

i *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 surrounding area is considered positive.

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

Not applicable.

- 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:

- i *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.

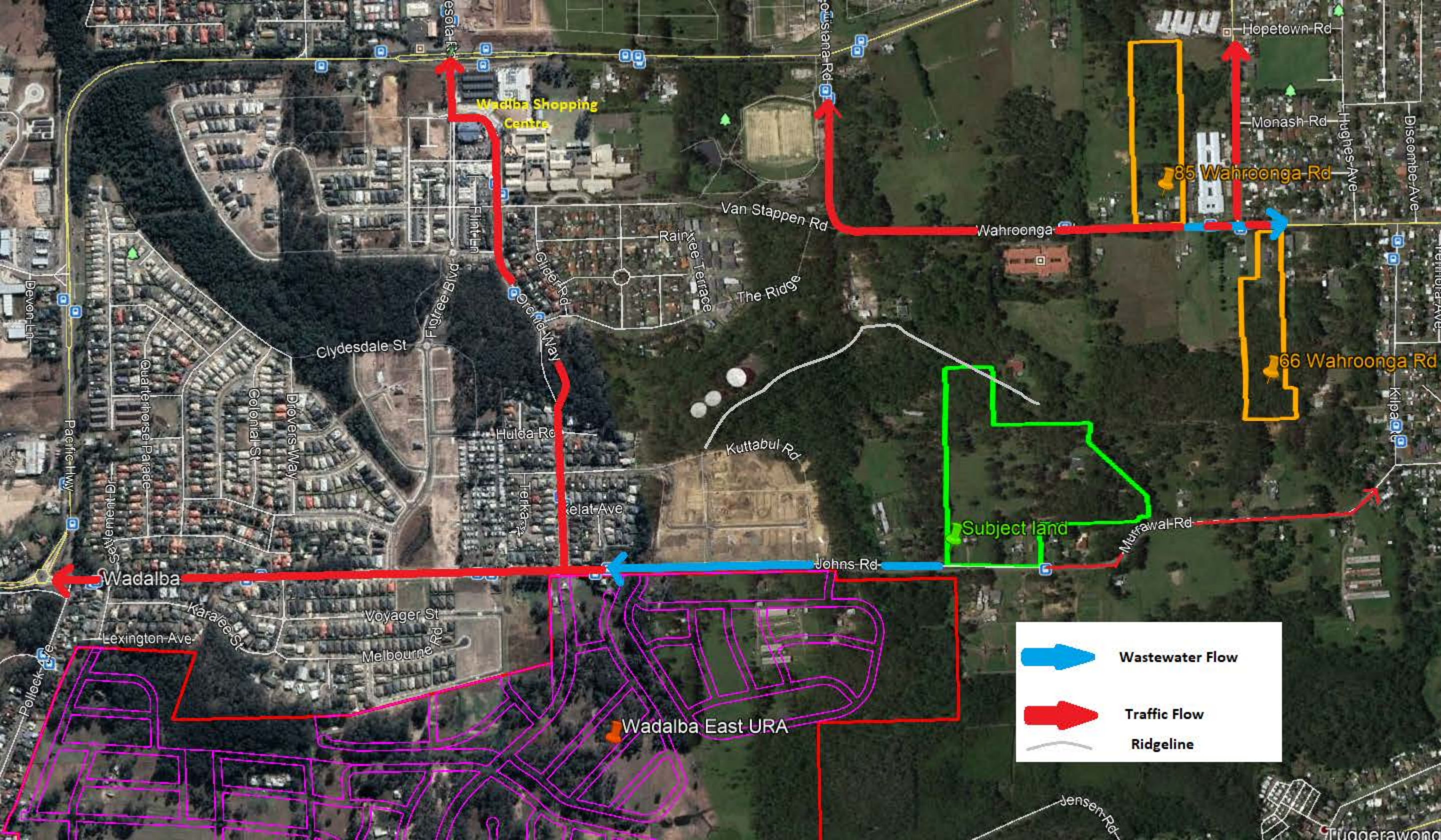
Yours faithfully,

A handwritten signature in black ink, appearing to read 'Mark Littlefield'.

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 Horal

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.

Table 1 – Proposed Wastewater Loads

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

The components of the four options that are external to the site, i.e. the rising mains or gravity mains, would not require staging. The internal pressure sewer unit, if required, may require staging in terms of the pumps utilised. The staging of the internal pressure sewer unit, if required, 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 \$460,000 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,

A handwritten signature in blue ink, appearing to read 'J Yeo'.

Jason Yeo
Civil Engineer
ADW JOHNSON

Jason Yeo

To: 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 <jasonry@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, I'm 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 don't 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 approximately 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. Box 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:jasonry@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 zoned RU6 Transition. Council's Draft Central Coast LEP shows that this zone 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 rezoning application (Planning Proposal).

Zone 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's further comments in relation to the capacity of SPS CH26 located to the west along Johns Rd.

Feel free to call to discuss if required.

Regards,



Jason Yeo

CIVIL ENGINEER

Central Coast Office

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0448 297 359

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Website: www.adwjohnson.com.au

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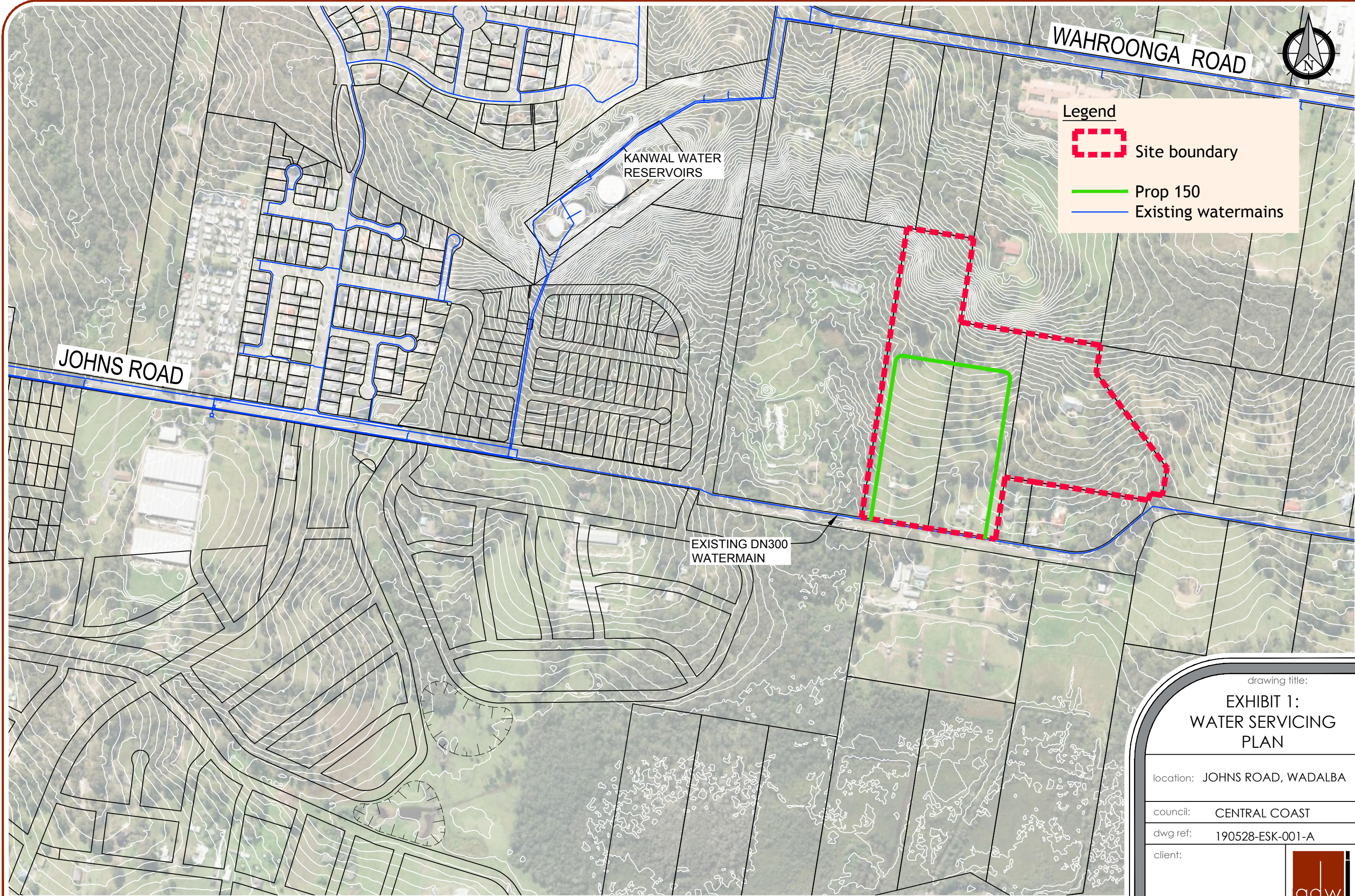
HUNTER

7/335 Hillsborough Road, Warners Bay NSW 2282



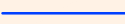
Ph. 02 4978 5100

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Legend

-  Site boundary
-  Prop 150
-  Existing watermains

drawing title:

EXHIBIT 1: WATER SERVICING PLAN

location: JOHNS ROAD, WADALBA

council: CENTRAL COAST

dwg ref: 190528-ESK-001-A

client:



central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100

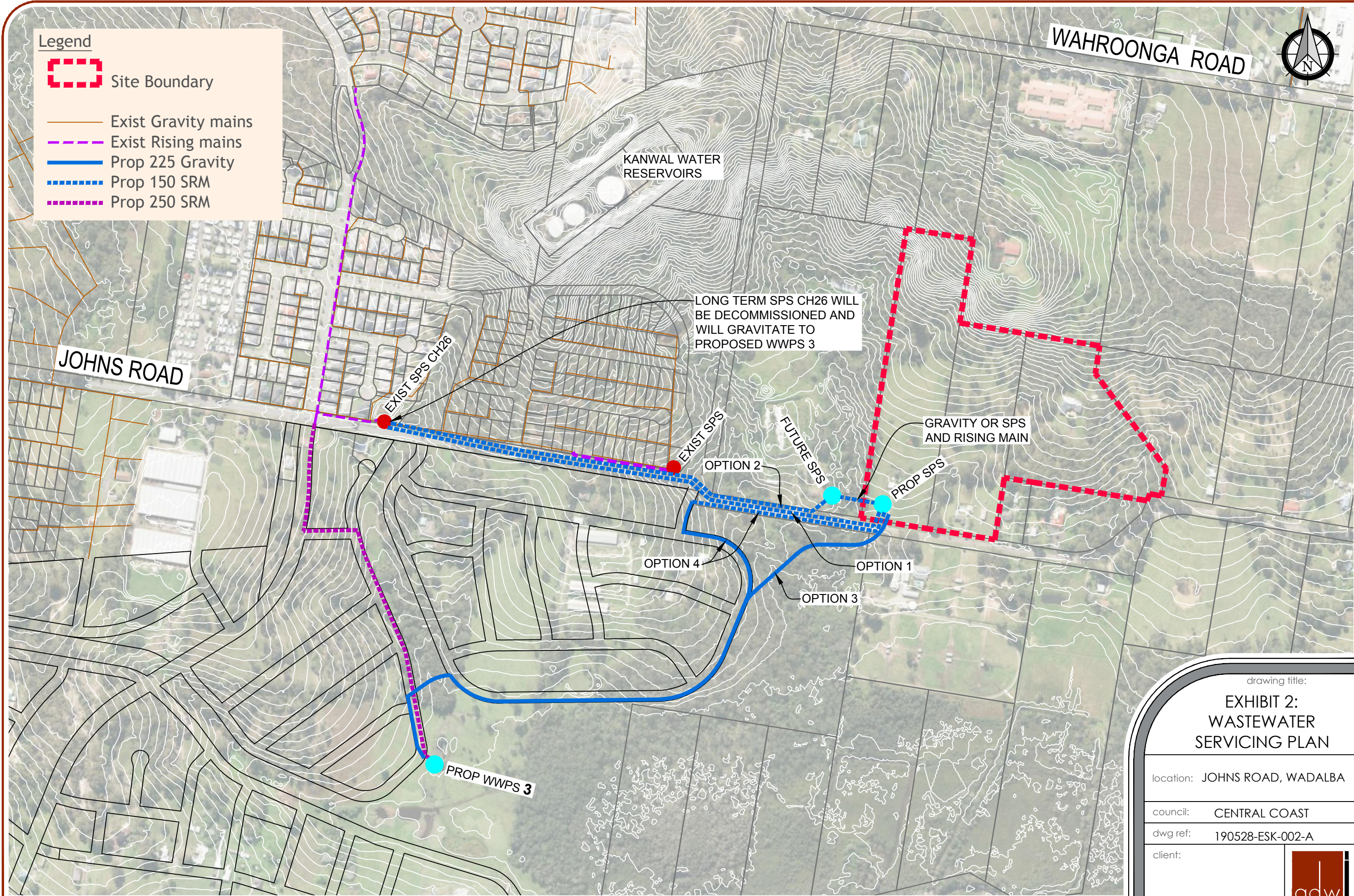
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ver.	date	comment	drawn	pm	level information	scale (A3 original size)	notes
A	20.02.19	INITIAL ISSUE	JJ	JY	DATUM: AHD CONTOUR INTERVAL: 1m	<div><div></div><div>0125250m</div></div> <div>SCALE: 1:5000 (FULL)</div>	

- project management
- civil engineering
- infrastructure
- superintendency
- economic analysis
- social impact
- town planning
- surveying
- development feasibility
- visualisation
- urban design

190528-ESK-002-A

Plotted By: Jacob Jackson Plot Date: 20/02/19 11:58:56AM Cad File: S:\190528\DWG\GENERAL\190528-ESK-002-A.DWG



Legend



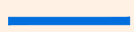
Site Boundary



Exist Gravity mains



Exist Rising mains



Prop 225 Gravity



Prop 150 SRM



Prop 250 SRM



drawing title:
**EXHIBIT 2:
WASTEWATER
SERVICING PLAN**

location: JOHNS ROAD, WADALBA

council: CENTRAL COAST

dwg ref: 190528-ESK-002-A

client:



central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100

www.adwjohnson.com.au

ver.	date	comment	drawn	pm	level information	scale (A3 original size)	notes
A	20.02.19	INITIAL ISSUE	JJ	JY	DATUM: AHD CONTOUR INTERVAL: 1m	0 125 250m SCALE: 1:5000 (FULL)	

• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design

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working beyond expectations

Attachment 6

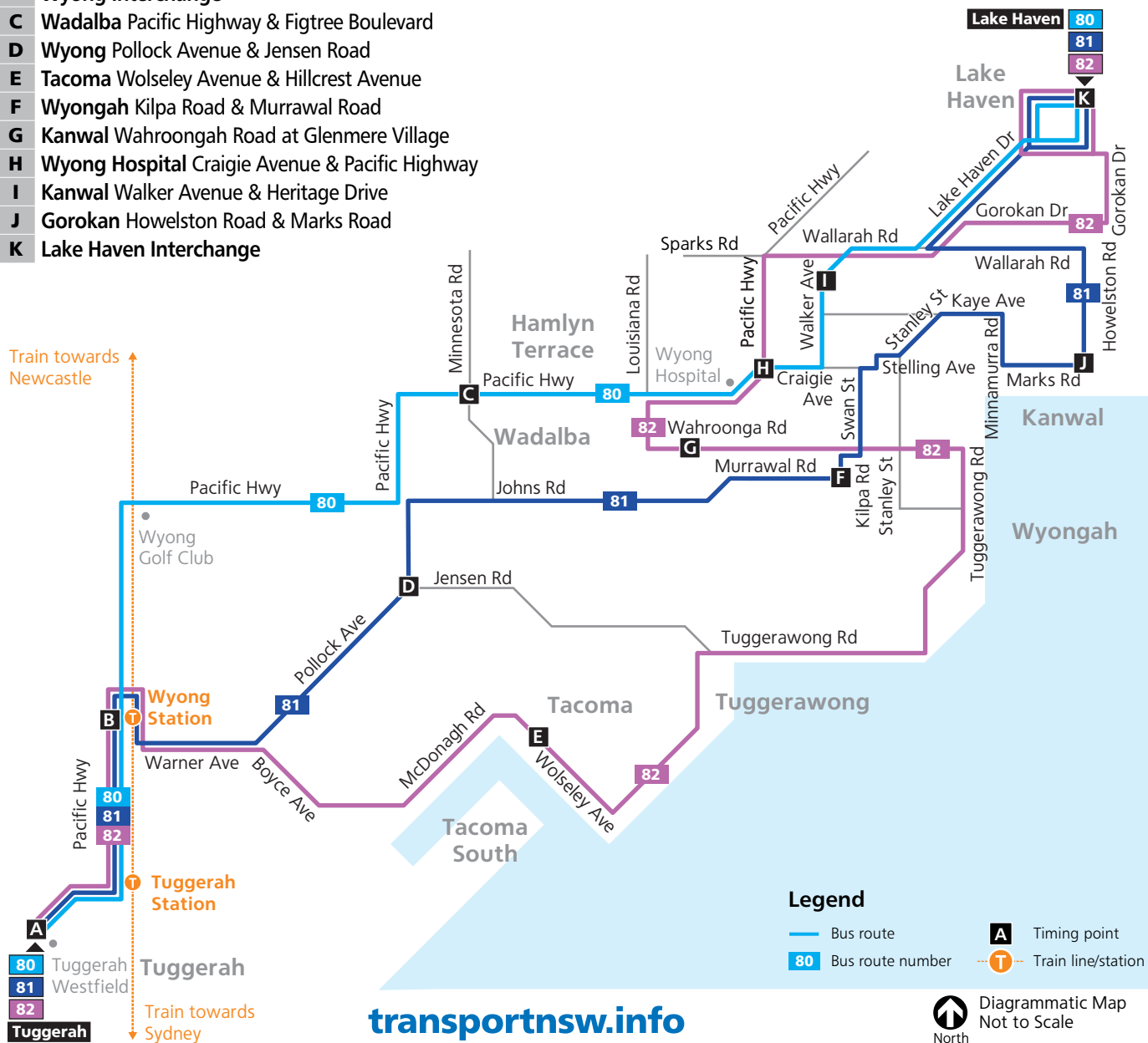
BUS ROUTE MAP AND TIMETABLE

Routes 80, 81, 82

B

Timing Points

- A** Tuggerah
- B** Wyong Interchange
- C** Wadalba Pacific Highway & Figtree Boulevard
- D** Wyong Pollock Avenue & Jensen Road
- E** Tacoma Wolseley Avenue & Hillcrest Avenue
- F** Wyongah Kilpa Road & Murrawal Road
- G** Kanwal Wahroonga Road at Glenmere Village
- H** Wyong Hospital Craigie Avenue & Pacific Highway
- I** Kanwal Walker Avenue & Heritage Drive
- J** Gorokan Howelston Road & Marks Road
- K** Lake Haven Interchange



Monday to Friday											
map ref	Service information	81	81	81	82	80	81	80	81	82	81
K	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
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	–	–	05:42	–	06:12	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	–	–	05:35	05:45	–	06:15	–	06:35	–
G	Kanwal Wahroongah Road at Glenmere Village	–	–	–	05:37	–	–	–	–	06:37	–
F	Wyongah Kilpa Road & Murrawal Road	03:59	04:58	05:23	–	–	05:58	–	06:28	–	06:48
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	05:48	–	–	–	–	06:48	–
D	Wyong Pollock Avenue & Jensen Road	–	05:03	05:28	–	–	06:03	–	06:33	–	06:53
C	Wadalba Pacific Highway & Figtree Boulevard	–	–	–	–	05:47	–	06:17	–	–	–
B	Wyong Interchange	04:10	05:10	05:35	05:56	05:56	06:10	06:26	06:40	06:56	07:00
A	Tuggerah Westfield	–	–	–	–	–	X06:33	X06:33	–	X07:10	X07:10

Monday to Friday (continued...)											
map ref	Service information	80	81	82	81	80	81	80	82	80	81
K	Lake Haven Interchange	06:38	07:01	07:11	07:16	07:20	07:43	07:53	08:04	08:07	08:18
J	Gorokan Howelston Road & Marks Road	–	07:06	–	07:21	–	07:48	–	–	–	08:23
I	Kanwal Shops Walker Avenue & Heritage Drive	06:42	–	–	–	07:24	–	07:58	–	08:12	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	06:45	–	07:19	–	07:28	–	08:03	08:13	08:17	–
G	Kanwal Wahroongah Road at Glenmere Village	–	–	07:21	–	–	–	–	08:15	–	–
F	Wyongah Kilpa Road & Murrawal Road	–	07:13	–	07:28	–	07:57	–	–	–	08:31
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	07:32	–	–	–	–	08:27	–	–
D	Wyong Pollock Avenue & Jensen Road	–	07:18	–	07:33	–	08:02	–	–	–	08:36
C	Wadalba Pacific Highway & Figtree Boulevard	06:47	–	–	–	07:30	–	08:05	–	08:19	–
B	Wyong Interchange	06:56	07:25	07:40	07:40	07:40	P08:10	08:16	P08:43	P08:30	08:49
A	Tuggerah Westfield	X07:10	X07:32	X07:47	X07:47	07:47	X08:23	08:28	X08:57	X08:39	08:56

Monday to Friday (continued...)											
map ref	Service information	82	80	80	81	82	80	81	80	81	82
K	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	–
I	Kanwal Shops Walker Avenue & Heritage Drive	–	08:55	09:15	–	–	10:15	–	11:15	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	08:40	09:00	09:20	–	09:40	10:20	–	11:20	–	11:40
G	Kanwal Wahrenoongah Road at Glenmere Village	08:42	–	–	–	09:42	–	–	–	–	11:42
F	Wyongah Kilpa Road & Murrawal Road	–	–	–	09:34	–	–	10:34	–	11:34	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	08:54	–	–	–	09:54	–	–	–	–	11:54
D	Wyong Pollock Avenue & Jensen Road	–	–	–	09:39	–	–	10:39	–	11:39	–
C	Wadalba Pacific Highway & Figtree Boulevard	–	09:02	09:22	–	–	10:22	–	11:22	–	–
B	Wyong Interchange	09:04	09:13	09:33	09:49	10:04	10:33	10:49	11:33	11:49	12:04
A	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...)											
map ref	Service information	80	81	80	81	82	80	81	80	82	80
K	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	–	–	–
I	Kanwal Shops Walker Avenue & Heritage Drive	12:15	–	13:15	–	–	14:14	–	14:46	–	15:27
H	Wyong Hospital Craigie Avenue & Pacific Highway	12:20	–	13:20	–	13:40	14:19	–	14:51	15:04	15:32
G	Kanwal Wahrenoongah Road at Glenmere Village	–	–	–	–	13:42	–	–	–	15:06	–
F	Wyongah Kilpa Road & Murrawal Road	–	12:34	–	13:34	–	–	14:34	–	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	–	13:54	–	–	–	15:18	–
D	Wyong Pollock Avenue & Jensen Road	–	12:39	–	13:39	–	–	14:39	–	–	–
C	Wadalba Pacific Highway & Figtree Boulevard	12:22	–	13:22	–	–	14:21	–	14:53	–	15:34
B	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	15:37	15:53

Monday to Friday (continued...)												
map ref	Service information	81	81	80	82	81	80	82	81	80	82	
K	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	–	–	16:16	–	–	16:46	–	–	
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	15:56	–	–	16:24	–	–	16:54	–	
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	–	16:00	16:00	–	16:28	16:44	–	16:58	17:16	
G	Kanwal Wahrenongah 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	–	–	–	16:14	–	–	16:56	–	–	17:28	
D	Wyong Pollock Avenue & Jensen Road	15:44	16:12	–	–	16:28	–	–	16:58	–	–	
C	Wadalba Pacific Highway & Figtree Boulevard	–	–	16:02	–	–	16:30	–	–	17:00	–	
B	Wyong Interchange	15:54	16:21	16:12	16:24	16:37	16:40	17:06	17:07	17:10	17:37	
A	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...)											
map ref	Service information	81	82	80	81	80	82	81	82	80	81
K	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
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	17:45	–	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 Wahrenongah Road at Glenmere Village	–	17:47	–	–	–	18:17	–	18:47	–	–
F	Wyongah Kilpa Road & Murrawal Road	17:27	–	–	17:52	–	–	18:27	–	–	19:01
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	17:56	–	–	–	18:26	–	18:56	–	–
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	–
B	Wyong Interchange	17:40	18:05	18:00	18:05	18:25	18:35	18:40	19:05	19:00	19:13
A	Tuggerah Westfield	17:47	18:12	18:07	18:12	18:32	18:42	18:47	19:12	19:07	19:20

Monday to Friday (continued...)					
map ref	Service information	80	81	81	81
K	Lake Haven Interchange	19:05	19:16	20:16	21:16
J	Gorokan Howelston Road & Marks Road	–	19:21	20:21	21:21
I	Kanwal Shops Walker Avenue & Heritage Drive	19:10	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	19:14	–	–	–
G	Kanwal Wahroongah Road at Glenmere Village	–	–	–	–
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
C	Wadalba Pacific Highway & Figtree Boulevard	19:16	–	–	–
B	Wyong Interchange	19:25	19:39	20:39	21:39
A	Tuggerah Westfield	19:32	19:46	20:46	21:46



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Saturday											
map ref	Service information	81	82	81	82	80	81	80	81	82	80
K	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	–	–
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	–	–	08:26	–	09:24	–	–	10:24
H	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	–	–	–	–	09:50	–
F	Wyongah Kilpa Road & Murrawal Road	06:28	–	07:28	–	–	08:42	–	09:42	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	07:18	–	08:02	–	–	–	–	10:02	–
D	Wyong Pollock Avenue & Jensen Road	06:32	–	07:32	–	–	08:47	–	09:47	–	–
C	Wadalba Pacific Highway & Figtree Boulevard	–	–	–	–	08:33	–	09:31	–	–	10:31
B	Wyong Interchange	06:41	07:27	07:41	08:12	08:44	08:57	09:42	09:57	10:12	10:42
A	Tuggerah Westfield	06:48	07:34	07:48	08:19	08:51	09:04	09:49	10:04	10:19	10:49

Saturday (continued...)											
map ref	Service information	81	80	81	82	80	81	80	81	82	80
K	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	–	–
I	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	–	–
C	Wadalba Pacific Highway & Figtree Boulevard	–	11:31	–	–	12:31	–	13:31	–	–	14:31
B	Wyong Interchange	10:57	11:42	11:57	12:12	12:42	12:57	13:42	13:57	14:12	14:42
A	Tuggerah Westfield	11:04	11:49	12:04	12:19	12:49	13:04	13:49	14:04	14:19	14:49

Saturday (continued...)											
map ref	Service information	81	80	81	82	80	81	80	81	82	81
K	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
I	Kanwal Shops Walker Avenue & Heritage Drive	–	15:24	–	–	16:24	–	17:24	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	15:29	–	15:48	16:29	–	17:29	–	17:48	–
G	Kanwal Wahrenoongah Road at Glenmere Village	–	–	–	15:50	–	–	–	–	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	–	–	–	–	18:02	–
D	Wyong Pollock Avenue & Jensen Road	14:47	–	15:47	–	–	16:47	–	17:47	–	18:36
C	Wadalba Pacific Highway & Figtree Boulevard	–	15:31	–	–	16:31	–	17:31	–	–	–
B	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

Saturday (continued...)					
map ref	Service information	82	81	81	81
K	Lake Haven Interchange	18:59	19:19	20:20	21:20
J	Gorokan Howelston Road & Marks Road	–	19:24	20:25	21:25
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	19:08	–	–	–
G	Kanwal Wahrenoongah Road at Glenmere Village	19:10	–	–	–
F	Wyongah Kilpa Road & Murrawal Road	–	19:31	20:32	21:32
E	Tacoma Wolseley Avenue & Hillcrest Avenue	19:20	–	–	–
D	Wyong Pollock Avenue & Jensen Road	–	19:35	20:36	21:36
C	Wadalba Pacific Highway & Figtree Boulevard	–	–	–	–
B	Wyong Interchange	19:29	19:44	20:45	21:45
A	Tuggerah Westfield	19:36	19:51	20:52	21:52

Sunday & Public Holidays											
map ref	Service information	80	81	80	81	82	81	80	81	82	81
K	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
I	Kanwal Shops Walker Avenue & Heritage Drive	08:07	–	09:27	–	–	–	11:27	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	08:10	–	09:30	–	10:03	–	11:30	–	12:03	–
G	Kanwal Wahrenongah Road at Glenmere Village	–	–	–	–	10:06	–	–	–	12:06	–
F	Wyongah Kilpa Road & Murrawal Road	–	08:47	–	09:47	–	10:47	–	11:47	–	12:47
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	–	10:14	–	–	–	12:14	–
D	Wyong Pollock Avenue & Jensen Road	–	08:51	–	09:51	–	10:51	–	11:51	–	12:51
C	Wadalba Pacific Highway & Figtree Boulevard	08:12	–	09:32	–	–	–	11:32	–	–	–
B	Wyong Interchange	08:22	09:00	09:42	10:00	10:22	11:00	11:42	12:00	12:22	13:00
A	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...)											
map ref	Service information	81	82	80	81	81	82	80	81	81	81
K	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
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	14:27	–	–	–	16:27	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	14:03	14:30	–	–	16:03	16:30	–	–	–
G	Kanwal Wahrenongah Road at Glenmere Village	–	14:06	–	–	–	16:06	–	–	–	–
F	Wyongah Kilpa Road & Murrawal Road	13:47	–	–	14:47	15:47	–	–	16:47	18:09	19:47
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	14:14	–	–	–	16:14	–	–	–	–
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	–	–	–
B	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	–

Monday to Friday											
map ref	Service information	80	81	80	81	81	82	80	80	81	80
A	Tuggerah Westfield	–	–	–	–	–	–	–	06:35	X06:35	–
B	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	–	–	–	06:20	06:50	–	07:06
D	Wyong Pollock Avenue & Jensen Road	–	–	–	05:44	06:04	–	–	–	06:48	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	–	–	06:20	–	–	–	–
F	Wyongah Kilpa Road & Murrawal Road	–	05:23	–	05:48	06:08	–	–	–	06:52	–
G	Kanwal Wahrenoongah Road at Glenmere Village	–	–	–	–	–	06:31	–	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	04:23	–	05:49	–	–	06:34	06:23	06:53	–	07:08
I	Kanwal Shops Walker Avenue & Heritage Drive	04:25	–	05:51	–	–	–	06:25	06:56	–	07:11
J	Gorokan Howelston Road & Marks Road	–	05:29	–	05:55	06:15	–	–	–	06:59	–
K	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...)											
map ref	Service information	81	82	80	80	81	82	80	81	82	80
A	Tuggerah Westfield	–	–	07:14	–	07:33	07:51	X07:51	–	08:32	08:32
B	Wyong Interchange	07:01	07:10	07:21	07:40	07:41	07:59	08:20	08:28	08:40	08:40
C	Wadalba Pacific Highway & Figtree Boulevard	–	–	07:29	07:48	–	–	08:29	–	–	08:52
D	Wyong Pollock Avenue & Jensen Road	07:07	–	–	–	07:48	–	–	08:37	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	07:18	–	–	–	08:08	–	–	08:51	–
F	Wyongah Kilpa Road & Murrawal Road	07:12	–	–	–	07:53	–	–	08:42	–	–
G	Kanwal Wahrenoongah Road at Glenmere Village	–	07:29	–	–	–	08:19	–	–	09:02	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	07:32	07:32	07:50	–	08:23	08:32	–	09:06	08:55
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	07:35	07:53	–	–	08:35	–	–	08:59
J	Gorokan Howelston Road & Marks Road	07:20	–	–	–	08:02	–	–	08:50	–	–
K	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...)											
map ref	Service information	81	80	81	80	82	81	80	81	80	82
A	Tuggerah Westfield	08:48	09:02	09:18	09:32	10:03	10:18	10:32	11:18	11:32	12:03
B	Wyong Interchange	08:56	09:10	09:26	09:40	10:11	10:26	10:40	11:26	11:40	12:11
C	Wadalba Pacific Highway & Figtree Boulevard	–	09:22	–	09:52	–	–	10:52	–	11:52	–
D	Wyong Pollock Avenue & Jensen Road	09:05	–	09:35	–	–	10:35	–	11:35	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	–	10:21	–	–	–	–	12:21
F	Wyongah Kilpa Road & Murrawal Road	09:10	–	09:40	–	–	10:40	–	11:40	–	–
G	Kanwal Wahrenongah Road at Glenmere Village	–	–	–	–	10:32	–	–	–	–	12:32
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	09:25	–	09:55	10:36	–	10:55	–	11:55	12:36
I	Kanwal Shops Walker Avenue & Heritage Drive	–	09:29	–	09:59	–	–	10:59	–	11:59	–
J	Gorokan Howelston Road & Marks Road	09:18	–	09:48	–	–	10:48	–	11:48	–	–
K	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...)											
map ref	Service information	81	80	81	80	82	81	80	80	81	82
A	Tuggerah Westfield	12:18	12:32	13:18	13:32	14:03	14:18	14:32	14:52	H15:05	S15:09
B	Wyong Interchange	12:26	12:40	13:26	13:40	14:11	14:26	14:43	15:03	15:15	S15:29
C	Wadalba Pacific Highway & Figtree Boulevard	–	12:52	–	13:52	–	–	14:54	15:14	–	–
D	Wyong Pollock Avenue & Jensen Road	12:35	–	13:35	–	–	14:35	–	–	15:25	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	–	14:21	–	–	–	–	S15:42
F	Wyongah Kilpa Road & Murrawal Road	12:40	–	13:40	–	–	14:40	–	–	15:31	–
G	Kanwal Wahrenongah 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
I	Kanwal Shops Walker Avenue & Heritage Drive	–	12:59	–	13:59	–	–	15:01	15:21	–	–
J	Gorokan Howelston Road & Marks Road	12:48	–	13:48	–	–	14:48	–	–	15:39	–
K	Lake Haven Interchange	12:56	13:06	13:56	14:06	14:48	14:56	15:08	15:28	15:47	S16:08

Monday to Friday (continued...)											
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
B	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	–	–	16:46	–
D	Wyong Pollock Avenue & Jensen Road	–	–	15:53	–	16:13	–	–	16:43	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	H15:42	–	–	15:58	–	–	16:33	–	–	17:07
F	Wyongah Kilpa Road & Murrawal Road	–	–	15:59	–	16:18	–	–	16:48	–	–
G	Kanwal Wahroongah Road at Glenmere Village	H15:53	–	–	16:08	–	–	16:43	–	–	17:17
H	Wyong Hospital Craigie Avenue & Pacific Highway	H15:57	15:49	–	16:12	–	16:20	16:47	–	16:49	17:20
I	Kanwal Shops Walker Avenue & Heritage Drive	–	15:52	–	–	–	16:23	–	–	16:52	–
J	Gorokan Howelston Road & Marks Road	–	–	16:08	–	16:26	–	–	16:56	–	–
K	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...)											
map ref	Service information	80	81	81	82	80	81	80	81	82	80
A	Tuggerah Westfield	16:55	16:56	17:19	17:20	17:26	17:54	18:10	18:25	18:36	18:36
B	Wyong Interchange	17:05	17:06	17:28	17:29	17:35	18:03	18:19	18:34	18:45	18:45
C	Wadalba Pacific Highway & Figtree Boulevard	17:16	–	–	–	17:45	–	18:29	–	–	18:55
D	Wyong Pollock Avenue & Jensen Road	–	17:14	17:36	–	–	18:11	–	18:42	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	17:37	–	–	–	–	18:53	–
F	Wyongah Kilpa Road & Murrawal Road	–	17:19	17:41	–	–	18:16	–	18:47	–	–
G	Kanwal Wahroongah Road at Glenmere Village	–	–	–	17:47	–	–	–	–	19:03	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	17:19	–	–	17:50	17:48	–	18:32	–	19:06	18:58
I	Kanwal Shops Walker Avenue & Heritage Drive	17:22	–	–	–	17:51	–	18:35	–	–	19:01
J	Gorokan Howelston Road & Marks Road	–	17:27	17:48	–	–	18:23	–	18:54	–	–
K	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...)							
map ref	Service information	81	80	81	81	81	81
A	Tuggerah Westfield	18:54	19:11	19:26	19:57	20:52	21:52
B	Wyong Interchange	19:03	19:18	19:33	20:04	20:59	21:59
C	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	–	19:46	20:17	21:12	22:12
G	Kanwal Wahrenongah Road at Glenmere Village	–	–	–	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	19:30	–	–	–	–
I	Kanwal Shops Walker Avenue & Heritage Drive	–	19:33	–	–	–	–
J	Gorokan Howelston Road & Marks Road	19:21	–	19:53	20:24	21:19	22:19
K	Lake Haven Interchange	19:28	19:40	20:01	20:32	21:27	22:27

Saturday												
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
B	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	–	–	–	09:01	–	10:01	–	–	11:01	–	12:01
D	Wyong Pollock Avenue & Jensen Road	07:43	–	08:43	–	09:43	–	–	10:43	–	11:43	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	07:55	–	–	–	–	10:29	–	–	–	–
F	Wyongah Kilpa Road & Murrawal Road	07:48	–	08:48	–	09:48	–	–	10:48	–	11:48	–
G	Kanwal Wahrenongah Road at Glenmere Village	–	08:04	–	–	–	–	10:40	–	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	08:07	–	09:04	–	10:04	10:44	–	11:04	–	12:04
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	–	09:08	–	10:08	–	–	11:08	–	12:08
J	Gorokan Howelston Road & Marks Road	07:56	–	08:56	–	09:56	–	–	10:56	–	11:56	–
K	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

Saturday (continued...)												
map ref	Service information	82	81	80	81	80	82	81	80	81	80	82
A	Tuggerah Westfield	12:11	12:26	12:41	13:26	13:41	14:11	14:26	14:41	15:26	15:41	16:11
B	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	–	–	15:01	–	16:01	–
D	Wyong Pollock Avenue & Jensen Road	–	12:43	–	13:43	–	–	14:43	–	15:43	–	–
E	Tacoma Wolseley Avenue & Hillcrest Avenue	12:29	–	–	–	–	14:29	–	–	–	–	16:29
F	Wyongah Kilpa Road & Murrawal Road	–	12:48	–	13:48	–	–	14:48	–	15:48	–	–
G	Kanwal Wahrenghah Road at Glenmere Village	12:40	–	–	–	–	14:40	–	–	–	–	16:40
H	Wyong Hospital Craigie Avenue & Pacific Highway	12:44	–	13:04	–	14:04	14:44	–	15:04	–	16:04	16:44
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	13:08	–	14:08	–	–	15:08	–	16:08	–
J	Gorokan Howelston Road & Marks Road	–	12:56	–	13:56	–	–	14:56	–	15:56	–	–
K	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...)												
map ref	Service information	81	80	81	80	82	81	81	81	81	81	81
A	Tuggerah Westfield	16:26	16:41	17:26	17:41	18:11	18:26	18:58	19:58	20:58	22:03	
B	Wyong Interchange	16:34	16:49	17:34	17:49	18:19	18:34	19:05	20:05	21:05	22:10	
C	Wadalba Pacific Highway & Figtree Boulevard	–	17:01	–	18:01	–	–	–	–	–	–	
D	Wyong Pollock Avenue & Jensen Road	16:43	–	17:43	–	–	18:43	19:13	20:13	21:13	22:18	
E	Tacoma Wolseley Avenue & Hillcrest Avenue	–	–	–	–	18:29	–	–	–	–	–	
F	Wyongah Kilpa Road & Murrawal Road	16:48	–	17:48	–	–	18:48	19:18	20:18	21:18	22:23	
G	Kanwal Wahrenghah Road at Glenmere Village	–	–	–	–	18:40	–	–	–	–	–	
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	17:04	–	18:04	18:44	–	–	–	–	–	
I	Kanwal Shops Walker Avenue & Heritage Drive	–	17:08	–	18:08	–	–	–	–	–	–	
J	Gorokan Howelston Road & Marks Road	16:56	–	17:56	–	–	18:56	19:25	20:25	21:25	22:30	
K	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											
map ref	Service information	81	81	80	82	81	80	81	82	81	81
A	Tuggerah Westfield	08:55	09:55	09:55	10:15	10:55	11:55	11:55	12:15	12:55	13:55
B	Wyong Interchange	09:05	10:05	10:05	10:25	11:05	12:05	12:05	12:25	13:05	14:05
C	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
E	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 Wahrenghah Road at Glenmere Village	–	–	–	10:40	–	–	–	12:40	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	–	–	10:15	10:43	–	12:15	–	12:43	–	–
I	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
K	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...)											
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
B	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	–	–	15:13	–	–	17:13	–	–	–	–
D	Wyong Pollock Avenue & Jensen Road	–	15:12	–	16:12	–	–	17:12	18:12	19:12	20:12
E	Tacoma Wolseley Avenue & Hillcrest Avenue	14:32	–	–	–	16:32	–	–	–	–	–
F	Wyongah Kilpa Road & Murrawal Road	–	15:17	–	16:17	–	–	17:17	18:17	19:17	20:17
G	Kanwal Wahrenghah Road at Glenmere Village	14:40	–	–	–	16:40	–	–	–	–	–
H	Wyong Hospital Craigie Avenue & Pacific Highway	14:43	–	15:15	–	16:43	17:15	–	–	–	–
I	Kanwal Shops Walker Avenue & Heritage Drive	–	–	15:18	–	–	17:18	–	–	–	–
J	Gorokan Howelston Road & Marks Road	–	15:23	–	16:23	–	–	17:23	18:23	19:23	20:23
K	Lake Haven Interchange	14:53	15:32	15:26	16:32	16:53	17:26	17:32	18:32	19:32	20:32

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 TRAFFIC ADVISE

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 $\square 219 \square 2.1 \square 460$ vtpd; or
Peak Hourly $\square 219 \square 0.4 \square 88$ 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 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 – 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 maximum 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 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 vtpm and 2500 vtpm;
2. Pacific Highway – north of Johns Road – 1948 vtpm and 2370 vtpm;
3. Pollock Avenue – south of Johns Road – 597 vtpm and 840 vtpm;
4. Johns Road – west of Orchid Way – 670 vtpm and 940 vtpm;
5. Orchid Way – north of Johns Road – 414 vtpm and 540 vtpm; and
6. Johns Road – west of site – 462 vtpm and 650 vtpm.

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

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 vtpd 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



Jeff Garry

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□ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □

Attachment 1 – Development Concept Plans

PROPOSED DEVELOPMENT INFORMATION

TOWNHOUSE 1 (TH1)
TOTAL NUMBER OF TH STRUCTURES: 51
TOTAL NUMBER OF DWELLINGS: 102

TOWNHOUSE 2 (TH2)
TOTAL NUMBER OF TH STRUCTURES: 55
TOTAL NUMBER OF DWELLINGS: 110

TOWNHOUSE 3 (TH3)
TOTAL NUMBER OF TH STRUCTURES: 4
TOTAL NUMBER OF DWELLINGS: 4

TOWNHOUSE 4 (TH4)
TOTAL NUMBER OF TH STRUCTURES: 3
TOTAL NUMBER OF DWELLINGS: 3

TOTAL DWELLINGS: 219



PROPOSED RETIREMENT VILLAGE
ST JOHNS ROAD
WYONGAH NSW 2259
FOR TOCAE GROUP

TOWNHOUSE (112) - DESIGN 2

AREA LEGEND	
GROUND FLOOR	
RESIDENCE	119.54m ²
PARKING	11.00m ²
WALKWAY	11.34m ²
CONCRETE	1.50m ²
WATER	0.00m ²
TOTAL	
142.38m ²	
FIRST FLOOR	
RESIDENCE	112.46m ²
PARKING	11.00m ²
WALKWAY	11.34m ²
CONCRETE	1.50m ²
WATER	0.00m ²
TOTAL	
136.30m ²	
GRAND TOTAL - 408.7m ²	



PROJECT INFORMATION	
PROJECT NAME	PROPOSED RETIREMENT VILLAGE ST JOHNS ROAD WYONGAH NSW 2259
PROJECT NO.	112
PROJECT DATE	11/01/2024
PROJECT NO.	112
PROJECT DATE	11/01/2024
DESIGNER INFORMATION	
DESIGNER NAME	TOCAE GROUP
DESIGNER NO.	112
DESIGNER DATE	11/01/2024
APPROVAL INFORMATION	
APPROVAL NO.	112
APPROVAL DATE	11/01/2024

Attachment 8

EMAIL FROM COUNCIL – 28TH JULY 2016

Beth Morrissey

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

On 28/7/16, 8:10 am, "Duncan, Scott"
<Scott.Duncan@centralcoast.nsw.gov.au> wrote:

>Hi Gordon
>
>Thanks, we can discuss next week.
>
>Cheers
>
>Scott Duncan
>Section Manager
>Rezoning
>Central Coast Council
>P.O. Box 20, WYONG NSW 2259
>t: 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
>>
>
>
>-----
>---
>-----

>CONFIDENTIALITY NOTICE:

>The contents of this email message and any attachments are intended
>solely for the addressee(s), may contain confidential and/or privileged
>information and may be legally protected from disclosure. If you are
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Appendix 10

REQUEST FOR INFORMATION 7TH MARCH 2019

□

Chris Smith

From: Glenn Horal <Glenn.Horal@planning.nsw.gov.au>
Sent: Thursday, 7 March 2019 12:14 PM
To: 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 Horal

Senior Planning Officer, Central Coast

Department of Planning and Environment | PO Box 1148 | Gosford NSW 2250

T 02 4345 4409 E Glenn.Horal@planning.nsw.gov.au



Planning &
Environment

From: Glenn Horal
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 Horal

Senior Planning Officer, Central Coast

Department of Planning and Environment | PO Box 1148 | Gosford NSW 2250

T 02 4345 4409 E Glenn.Horal@planning.nsw.gov.au

From: Chris Smith <chriss@adwjohnson.com.au>
Sent: Thursday, 28 February 2019 5:48 PM
To: Glenn Hornal <Glenn.Hornal@planning.nsw.gov.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

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 : chriss@adwjohnson.com.au

Website: www.adwjohnson.com.au

Ph: 02 4305 4300

Mobile: 0423 747 099

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 please don't print this e-mail unless you really need to.

From: Glenn Hornal [<mailto:Glenn.Hornal@planning.nsw.gov.au>]
Sent: Friday, 8 February 2019 9:29 AM
To: Chris Smith <chriss@adwjohnson.com.au>
Cc: Claire Swan <claire.swan@planning.nsw.gov.au>
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



Planning &
Environment

Appendix 11

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.

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 (vtpd) 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 = $202 \times 0.4 = 81$ vtpd.

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

The Wadalba East Planning Proposal generates approximately 9,546 vtpd or 1,161 vtpd 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;

- 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 vtpm 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.

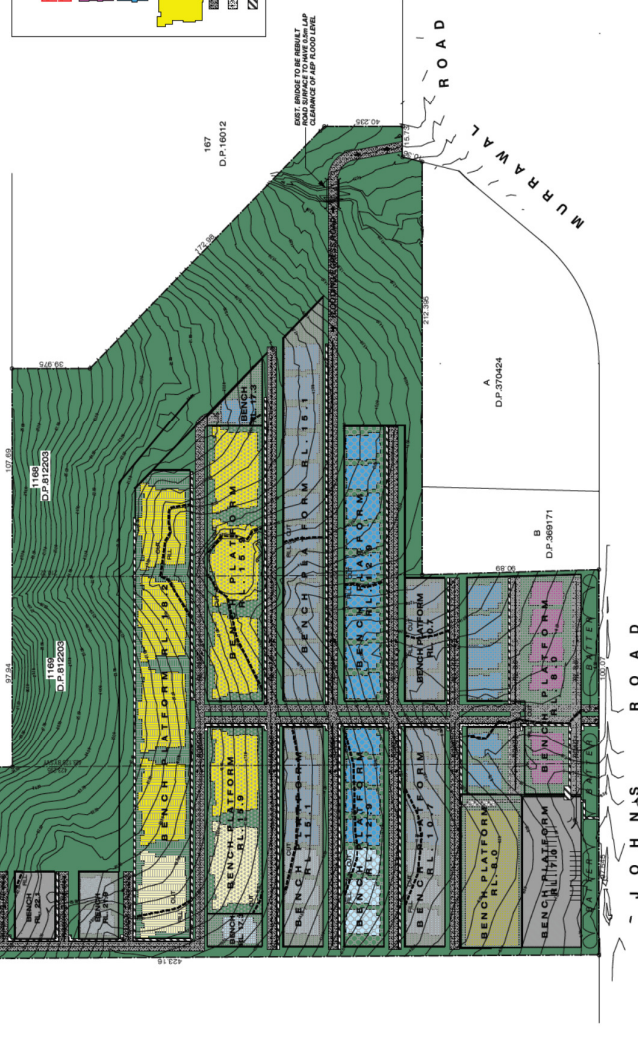
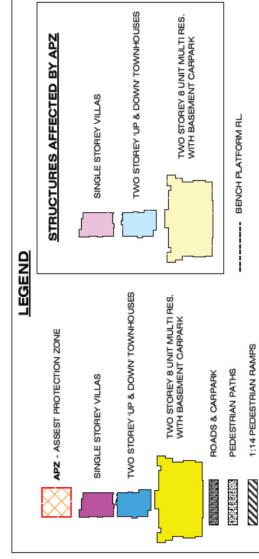
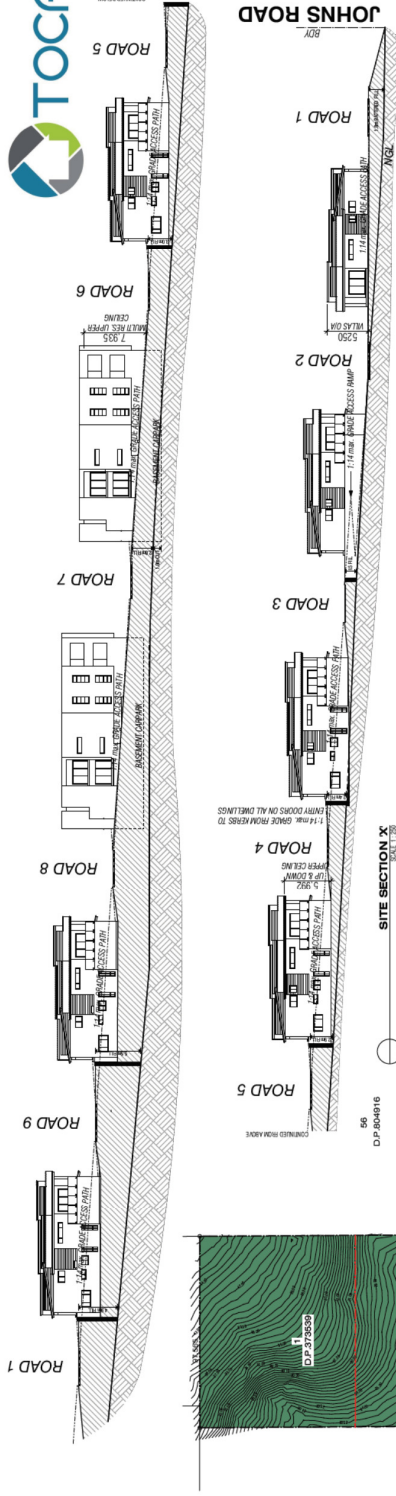
Yours sincerely

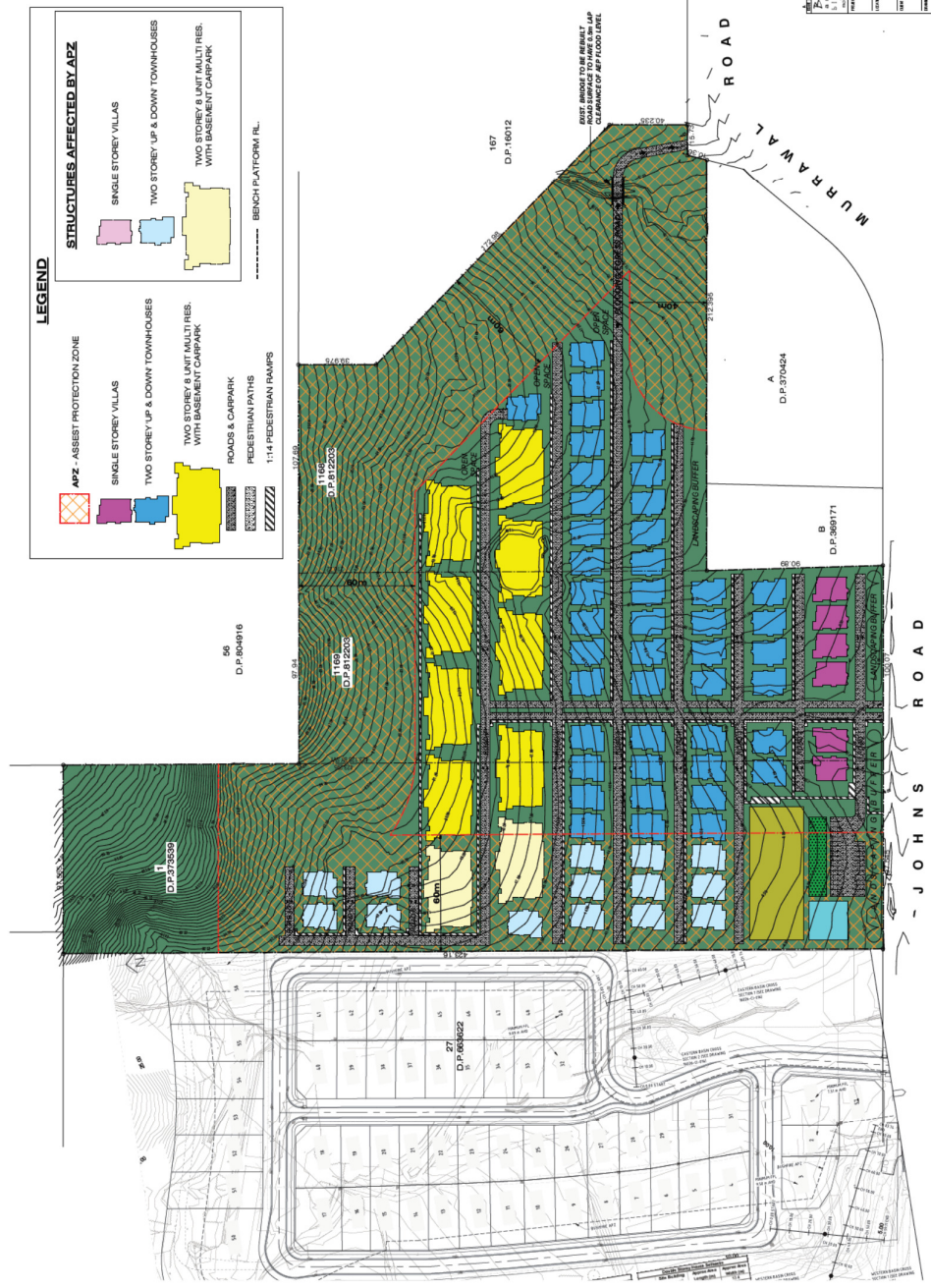


Jeff Garry
Director
Intersect Traffic



NAME	BLAUBERG, KRISTOFF
COMPANY	architectural design blackdiamondsdesign.com
CONTACT	0017082255200302
ADDRESS	135 JOHNS ROAD RETIREMENT VILLAGE WADALA BA
CITY	TOCAE GROUP
PROJECT	SITE LAYOUT
DATE	AS SHOWN M.B.
DATE	21/02/2019 A
SCALE	1 / 7 TOC 1901

[illegible]



LEGEND

APZ - ASSEST PROTECTION ZONE

STRUCTURES AFFECTED BY APZ

- SINGLE STOREY VILLAS
- TWO STOREY UP & DOWN TOWNHOUSES
- TWO STOREY 6 UNIT MULTIRIES WITH BASEMENT CARPARK

ROADS & CARPARK

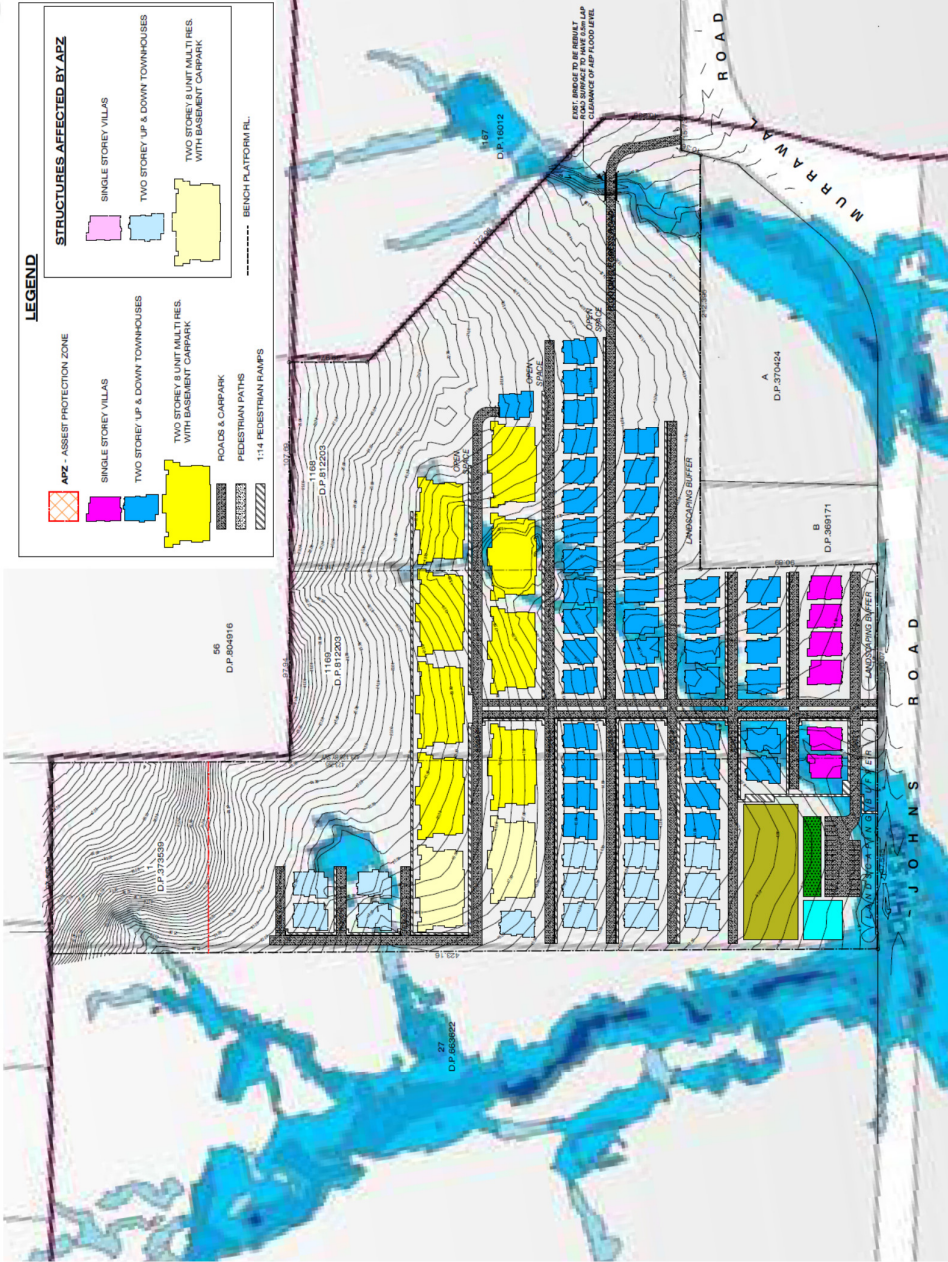
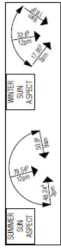
PEDESTRIAN PATHS

1:14 PEDESTRIAN RAMPS

BENCH PLATFORM PL

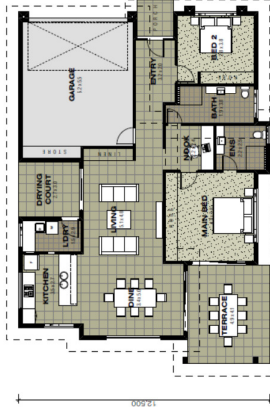
NEIGHBOURING DEVELOPMENT
TOWN 1000

PROJECT NAME	RETIREMENT HOUSING
CLIENT	TOCAE GROUP
DESIGNER	TOCAE GROUP
DATE	21/02/2019
SCALE	3/7
PROJECT NO.	TOC 1901



PROJECT	RETIREMENT VILLAGE
CLIENT	TOCAE GROUP
DATE	21/02/2019
BY	4/7
FOR	TOC 1901
REVISION	
DATE	
BY	
FOR	

AREA CALCULATIONS	
VILLA TYPE 1	= 1084 sq'
LOFT	= 384 sq'
GARAGE	= 811 sq'
DRIVING COURT	= 52 sq'
TERRACE	= 52 sq'



VILLA FLOOR PLAN
SCALE 1" = 8'

VILLA TYPE 1 & 2

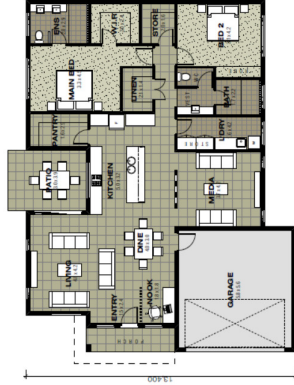


VILLA TYPE 1' FRONT PERSPECTIVE
NOT TO SCALE

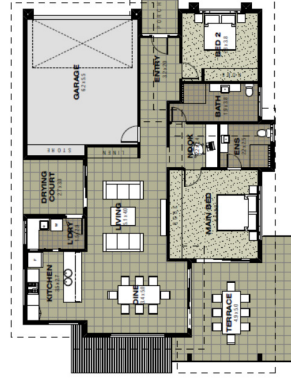


VILLA TYPE 2' FRONT PERSPECTIVE
NOT TO SCALE

UP & DOWN TOWNHOUSE TYPE 1 & 2



TOWNHOUSE LOWER FLOOR PLAN
SCALE 1" = 8'



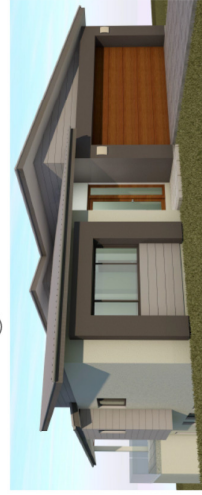
TOWNHOUSE UPPER FLOOR PLAN
SCALE 1" = 8'



TOWNHOUSE TYPE 1' LOWER PERSPECTIVE
NOT TO SCALE



TOWNHOUSE TYPE 2' LOWER PERSPECTIVE
NOT TO SCALE



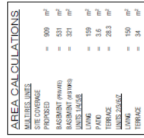
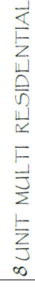
TOWNHOUSE TYPE 1' UPPER PERSPECTIVE
NOT TO SCALE



TOWNHOUSE TYPE 2' UPPER PERSPECTIVE
NOT TO SCALE

AREA CALCULATIONS	
UP & DOWN TYPE 1	= 1623 sq'
LOFT	= 384 sq'
GARAGE	= 811 sq'
DRIVING COURT	= 52 sq'
TERRACE	= 52 sq'

PROJECT	RENEAU ROAD
OWNER	TOCAE GROUP
DESIGNER	TOCAE GROUP
DATE	2/10/2019
SCALE	1" = 8'
PROJECT	VILLA & TOWNHOUSE
DATE	2/10/2019
SCALE	1" = 8'
PROJECT	VILLA & TOWNHOUSE
DATE	2/10/2019
SCALE	1" = 8'

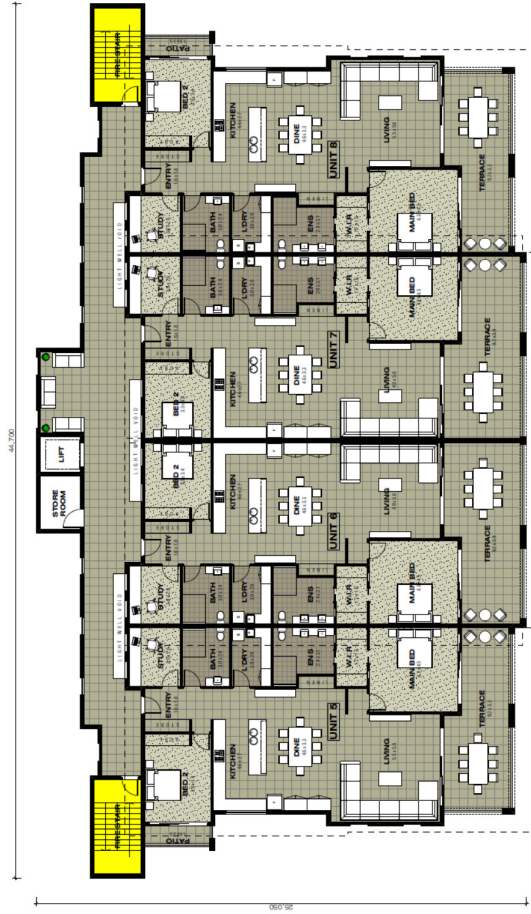


The floor plan illustrates a three-story apartment building with a symmetrical layout. Each unit is equipped with a living room, dining room, kitchen, two bedrooms, a bathroom, a study, a terrace, and a patio. The building features a central corridor, a storage room, a power room, and a lift. The plan is oriented with North at the top.

LEVEL 1 FLOOR PLAN
SCALE 1:100

[illegible]

AREA CALCULATIONS	
WALL AREA	= 889.34
CEILING AREA	= 889.34
FLOOR AREA	= 889.34
PERIMETER	= 201.34
WALL VOLUME	= 201.34
CEILING VOLUME	= 201.34
FLOOR VOLUME	= 201.34
TERACE	= 201.34
TERACE	= 201.34
TERACE	= 201.34



LEVEL 2 FLOOR PLAN
1:500



LOWER PERSPECTIVE
1:500



8 UNIT MULTI RESIDENTIAL

TOCAE GROUP	
MULTI RESIDENTIAL	
LAYOUT 2	
AS SHOWN	
M.B	
A	
7/7	
100 1901	

Appendix 12

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



190528P JY/BM

20th February 2019

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

Attention: Glenn Horal

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.

ADW JOHNSON PTY LIMITED

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Hunter

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Warners Bay NSW 2282
02 4978 5100

hunter@adwjohnson.com.au

www.adwjohnson.com.au

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.

Table 1 – Proposed Wastewater Loads

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

The components of the four options that are external to the site, i.e. the rising mains or gravity mains, would not require staging. The internal pressure sewer unit, if required, may require staging in terms of the pumps utilised. The staging of the internal pressure sewer unit, if required, 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 £460,000 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,

A handwritten signature in blue ink, appearing to read 'J Yeo'.

Jason Yeo
Civil Engineer
ADW JOHNSON

Jason Yeo

To: 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 <jasonry@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, I'm 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 don't 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 approximately 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

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Section Manager Water Services and Design
Water Planning and Development

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Please consider the environment before printing this email

From: Jason Yeo [mailto:jasonry@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 zoned RU6 Transition. Council's Draft Central Coast LEP shows that this zone 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 rezoning application (Planning Proposal).

Zone 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's further comments in relation to the capacity of SPS CH26 located to the west along Johns Rd.

Feel free to call to discuss if required.

Regards,



Jason Yeo

CIVIL ENGINEER

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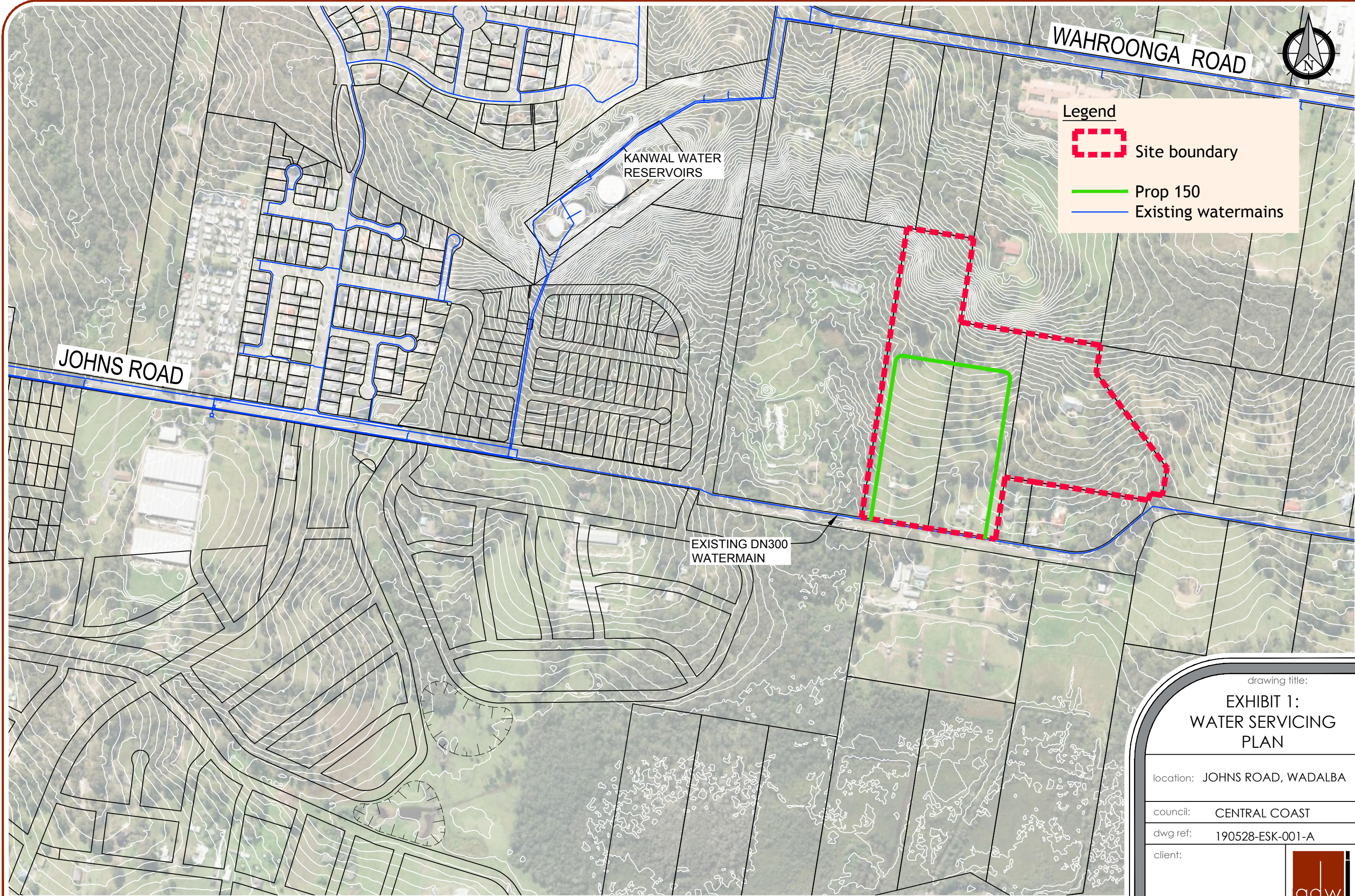
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drawing title:

EXHIBIT 1:
WATER SERVICING
PLAN

location: JOHNS ROAD, WADALBA

council: CENTRAL COAST

dwg ref: 190528-ESK-001-A

client:



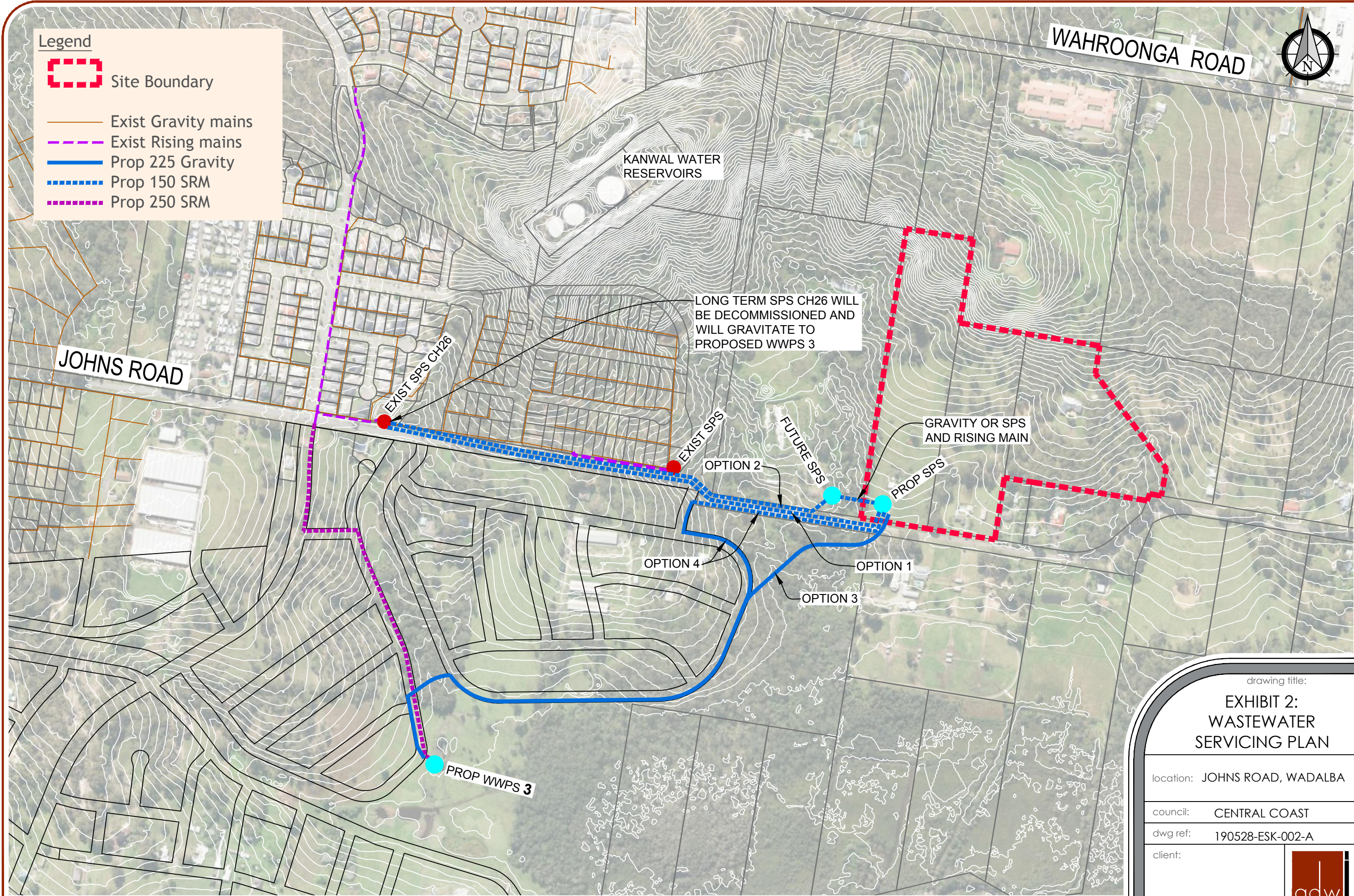
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hunter office ph: (02) 4978 5100

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ver.	date	comment	drawn	pm	level information	scale (A3 original size)	notes
A	20.02.19	INITIAL ISSUE	JJ	JY	DATUM: AHD CONTOUR INTERVAL: 1m	0 125 250m SCALE: 1:5000 (FULL)	

190528-ESK-002-A

Plotted By: Jacob Jackson Plot Date: 20/02/19 11:58:56AM Cad File: S:\190528\DWG\GENERAL\190528-ESK-002-A.DWG



Legend

- Site Boundary
- Exist Gravity mains
- Exist Rising mains
- Prop 225 Gravity
- Prop 150 SRM
- Prop 250 SRM

ver.	date	comment	drawn	pm	level information	scale (A3 original size)	notes
A	20.02.19	INITIAL ISSUE	JJ	JY	DATUM: AHD CONTOUR INTERVAL: 1m	0 125 250m SCALE: 1:5000 (FULL)	

• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design

drawing title:

EXHIBIT 2:
WASTEWATER
SERVICING PLAN

location: JOHNS ROAD, WADALBA

council: CENTRAL COAST

dwg ref: 190528-ESK-002-A

client:



central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100

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