

2.1 DA 308/2011 - Residential Flat Development under SEPP (Affordable Rental Housing) 2009 at 35-41 Wilfred Barrett Drive, The Entrance North

TRIM REFERENCE: DA/308/2011 - D02961787

MANAGER: Peter Fryar; Manager Development Assessment

AUTHOR: Jenny Webb; Senior Development Planner

SUMMARY

An application has been received for a residential flat development under the provisions of State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP (Affordable Rental Housing)) at 35-41 Wilfred Barrett Drive, The Entrance North. The application has been examined having regard to the matters for consideration detailed in section 79C of the Environmental Planning and Assessment Act (EP&A Act) and other statutory requirements with the issues requiring attention and consideration being addressed in the report.

Development for Affordable Housing with a Capital Investment Value (CIV) of more than \$5 million is classed as regional development and must be determined by the Hunter and Central Coast Joint Regional Planning Panel (JRPP). Due to the value of this application being \$7.9 million, it will be determined by the JRPP at its meeting to be held on 10 May 2012.

Applicant	Celex Pty Ltd
Owner	Mr H J Clifford and Mr L W Clifford
Application No	DA/308/2011
Description of Land	Lot 1 DP 862588 and Lot 76 DP 227174, No 35-41 Wilfred Barrett Drive, The Entrance North
Proposed Development	Demolition of existing dwelling-house and construction of six (6) residential flat buildings containing a total of 42 units and associated works
Site Area	6,266m ² (Lot 1 = 4623m ² Lot 76 = 1643m ²)
Zoning	2(a) General Residential Zone
Existing Use	Lot 76 – Dwelling-house and ancillary outbuildings Lot 1 - Vacant
Employment Generation	N/A
Estimated Value	\$7,948,784

The development application seeks consent for the demolition of an existing dwelling-house and ancillary outbuildings and the construction of infill affordable housing under SEPP (Affordable Rental Housing) 2009. The proposed development includes six (6) x two storey buildings with a maximum height of 8.5 metres. The buildings have a gross floor area (GFA) of 3,366 m² and comprise a total of forty-two (42) dwellings.

Key issues that were identified as part of the assessment of the development application included:

- Public opposition to the development and perceived social impacts

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- Vehicular access from Wilfred Barrett Drive
- Impact of flooding
- Building design

The above issues have now been addressed through the preparation and assessment of a comprehensive social impact assessment, modifications to the vehicular access arrangement as requested by the Roads and Maritime Services (RMS), assessment of the flood hazard, sea level rise and evacuation paths and modifications to the building including the deletion of eleven (11) units and changes to the external materials and the roof form. The application is now recommended for approval.

RECOMMENDATION

- 1 That Council receive the report on DA 308/2011 - Residential Flat Development under SEPP (Affordable Rental Housing) 2009 at 35-41 Wilfred Barrett Drive, The Entrance North.**
- 2 That Council determine whether it wishes to make a submission to the Joint Regional Planning Panel separate to the staff report regarding the Application.**

Attached is the report being forwarded to the Hunter Central Coast JRPP's meeting to be held at Council on 10 May 2012.

ATTACHMENTS

1	Report to JRPP	Enclosure	D02969627
2	Draft Conditions of Consent	Enclosure	D02965964
3	Architectural Plans, Stormwater Plans and Landscape Plan	Enclosure	D02969775
4	NSW Office of Water Referral Comments and General Terms of Approval		D02776282
5	SEPP Affordable Rental Housing 2009 Savings and Transitional Provisions		D02966227
6	SEPP (Affordable Rental Housing) 2009 Assessment Table		d02966230
7	Bus Time Tables		D02966243
8	Bus Maps		D02966240
9	Urban Design Guidelines Assessment Table		D02966248
10	SEPP 71 Coastal Protection Assessment Table		D02966252
11	Wyong DCP 2005 Chapter 64 Assessment Table		D02966254
12	Summary of Public Submissions		D02966258

JOINT REGIONAL PLANNING PANEL (Hunter Central Coast Region)

JRPP No	2011HCC016	
DA Number	DA/308/2011	
Local Government Area	Wyong Shire Council	
Proposed Development	Demolition of an existing dwelling-house and the construction of six (6) residential flat buildings containing a total of forty-two (42) units and associated works under State Environmental Planning Policy (Affordable Rental Housing) 2009	
Street Address	No 35-41 Wilfred Barrett Drive, The Entrance North	
Applicant/Owner	Celex Pty Ltd H J Clifford and Mr L W Clifford	Mr
Number of Submissions	89 plus a petition with 473 signatures	
Recommendation	Approval with Conditions	
Report by	Jenny Webb, Senior Development Planner	

Assessment Report and Recommendation

WYONG SHIRE COUNCIL

Environment and Planning
Services**Proposed Residential Flat Development comprising 42 Units and Ancillary Works (SEPP Affordable Rental Housing) 2009**

DA No 308/2011

Author: Jenny Webb

SUMMARY

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Referral to Hunter Central Coast Joint Regional Planning Panel

The proposal is referred to the Hunter Central Coast Joint Regional Planning Panel (JRPP) for determination pursuant to Part 4 of State Environmental Planning Policy (State and Regional Development) 2011 and Schedule 4A, Section 6 of the Environmental Planning and Assessment Act, 1979, given the development is for affordable housing and has a capital investment value (CIV) of over \$5 million.

RECOMMENDATION

- That the Joint Regional Planning Panel grant consent to DA/308/2011, subject to the conditions contained in Appendix A.***

- 2** *That those who made written submissions be advised of the decision.*
- 3** *That Wyong Development Control Plan 2005 Chapter 64 – Multiple Dwelling Residential development be varied to permit the development.*
- 4** *That a copy of the determination be forwarded to the NSW Office of Water and the NSW Roads and Maritime Services for information.*

INTRODUCTION

Site and Locality

The subject site comprises two parcels of land, being Lot 1 in DP 862588 and Lot 76 in DP 227174, known as No 35-41 Wilfred Barrett Drive, The Entrance North. The site has an area of 6,266 m² with a frontage of approximately 82 m to Wilfred Barrett Drive and a rear boundary of approximately 110 m, which adjoins a Council owned foreshore reserve adjacent to Tuggerah Lake. Lot 76 contains a single storey dwelling-house and detached garage, which are proposed to be demolished. Lot 1 is vacant, although has been partially filled. The 'Two-Shores' Caravan Park is located immediately to the south of the site and a small residential subdivision of 23 lots, each with a dwelling or dual occupancy, is located to the north of the site. Development on the eastern side of Wilfred Barrett Drive is predominately single detached dwelling houses up to two (2) storeys in height, which have been constructed since the 1965 subdivision of 'Ocean Lakes Estate'.

The natural fall of the land has been altered due to the filling that has taken place on Lot 1, although the site still generally falls from the north-eastern corner to the south-eastern corner of the site, ranging from RL 3.15m Australian Height Datum (AHD) to approximately RL 1.0m AHD. The site is identified as being partially flood affected with the 1% Annual Exceedance Probability (AEP) flood level for the property being RL 2.2m AHD.

The site is largely cleared of trees and native vegetation, although there are nine (9) Norfolk Island Pine trees, which are located on the boundary between the subject site and the Council reserve. These trees have an important visual presence and it is proposed that these trees be retained. The Council reserve does not contain any specific recreation facilities and although it connects to Terilbah Place and Crown land further to the north it does not appear to be readily accessible or used by the public. Due to the vegetation within the Council reserve, the site is identified as being partially bushfire prone land.

Vehicular access to the site is from Wilfred Barrett Drive, which is a classified road under the Roads Act 1993. There is an existing cycleway across the entire street frontage and a bus stop and bus turning bay are located adjacent to the south-eastern corner of the site, opposite Wyuna Avenue. A second bus stop is located on the opposite side of Wilfred Barrett Drive, approximately 45 m to the south of the site. Reticulated water and sewer services are also available from Wilfred Barrett Drive.



Figure 1: Aerial Photograph

Project Description

The development application seeks consent for the demolition of an existing dwelling-house and ancillary outbuildings and the construction of infill affordable housing under SEPP (Affordable Rental Housing) 2009. The proposed development includes six (6) x two storey buildings with a maximum height of 8.5 metres. The buildings have a gross floor area (GFA) of 3,366 m² and comprise a total of forty-two (42) dwellings including:

- 7 x one-bedroom dwellings; and
- 35 x two-bedroom dwellings.

The proposal incorporates five (5) x 1 bedroom adaptable dwellings, which represents 11.9% of the total number of dwellings. Disabled access is provided to the ground floor units only as lifts are not proposed as part of the development.

A total of twenty-two (22) carparking spaces are provided within the proposed basement, with an additional thirty-five (35) carparking spaces proposed at ground level, including five (5) disabled spaces. A combined ingress/egress driveway is proposed from Wilfred Barrett Drive along the northern boundary of the site.

Architectural plans and elevations are included in Appendix B.

Referrals

The development has been referred to the NSW Office of Water (NOW) as integrated development in accordance with Section 91 of the EP&A Act as well as to the Roads and Maritime Services (RMS) as the site is accessed from Wilfred Barrett Drive, which is a classified road.

Following a number of design changes and the submission of additional information in relation to stormwater management, the NOW has granted General Terms of Approval (GTA) for the development.

The RMS initially objected to the proposal, requiring the proposed ingress to be relocated to the north of the site and consolidated with the egress. Following design changes, the RMS

has advised that they have no objection to the proposal subject to a number of conditions. A copy of the correspondence from each authority is included in Appendix C.

The application was also referred to the NSW Police under Council's Crime Risk Protocol, and the Rural Fire Service (RFS) for assessment under Section 79BA of the EP&A Act. Comments from these agencies are discussed further in the report.

The issues raised in the referral process are discussed in the report and where relevant, reflected in the conditions of consent.

Summary

Key issues that were identified as part of the assessment of the subject application included:

- Public opposition to the development and perceived social impacts
- Vehicular access from Wilfred Barrett Drive
- Impact of flooding
- Building design

These issues have now been satisfactorily addressed and approval of the development is recommended, subject to the conditions included in Appendix A.

VARIATIONS TO POLICIES

Clause	9.1.3
Standard	Minimum 10 m ² private open space
LEP/DCP	DCP 2005 Chapter 64
Departure basis	Private open space ranges from 9.5 m ² to 25 m ² (5% variation)

Clause	5.1.1
Standard	Maximum 10 m unbroken wall
LEP/DCP	DCP 2005 Chapter 64
Departure basis	Walls between buildings up to 13 m, although are not visible from public areas or adjoining properties (30% variation)

HISTORY

The subject site comprises two allotments, Lot 76 in DP 227174 and Lot 1 in DP 862588. The following history applies to these properties.

Lot 76 in DP 227174 was registered on 3 November 1965 as part of a 76 lot residential subdivision. Also relevant in this registration was lot 75. A dwelling was approved on lot 76 in 1990.

A two (2) lot subdivision of lot 75 was approved on 3 June 1996, which created Lots 1 and 2 in DP 862588. Development consent for a 21 lot subdivision over Lot 2 was granted in 1995, which established the Terilbah Place subdivision immediately north of the subject site.

DA 856/2009 for an eight (8) lot subdivision over Lots 1 and 76 was lodged in August 2009. Following an initial assessment, the design was modified to a three (3) lot subdivision and was granted development consent on 4 August 2010. Issues relating to the eight (8) lot

subdivision included flooding, filling, sewer servicing, poor access and inadequate residential amenity due to the design layout.

A preliminary meeting was held with Council staff in February 2011 regarding a proposed affordable housing development. Issues raised included neighbourhood character, flooding, climate change, compliance with RMS requirements, retention of trees adjacent to foreshore land, height and road noise.

The subject development application was lodged in April 2011 for 53 units within three (3) residential flat buildings proposed under SEPP (Affordable Rental Housing) 2009. Following an initial assessment, the applicant was requested to provide additional information, including a social impact assessment and a number of concerns were raised with the design of the buildings. The design was subsequently amended to remove a number of first floor units that spanned the carpark and changes were also made to the vehicular access to satisfy the requirements of the RMS. As a result of the changes, the development now proposes six (6) residential flat buildings containing a total of 42 units.

PERMISSIBILITY

The site is zoned 2(a) General Residential Zone pursuant to Wyong Local Environmental Plan 1991 (WLEP 1991). The proposal is defined under WLEP 1991 as comprising six (6) 'residential flat buildings', which is listed as a prohibited land use within the 2(a) zone. Due to the prohibition under WLEP 1991, the application has been made under the provisions of SEPP (Affordable Rental Housing) 2009. The SEPP is the prevailing environmental planning instrument and takes precedence over Council's local controls where there is an inconsistency.

The development application was lodged on 12 April 2011 and at that time, SEPP (Affordable Rental Housing) 2009 permitted the development, subject to development consent. Since the development application was lodged, SEPP (Affordable Rental Housing) 2009 has been amended and would no longer permit the proposed development of residential flat buildings within the 2(a) General Residential Zone. However, the savings and transitional provisions put in place with the amendments have the effect of maintaining the permissibility of the development and the application may be determined as if the amending SEPP had not been made.

An assessment of the proposal against the provisions of the SEPP has been undertaken and is discussed further in the report.

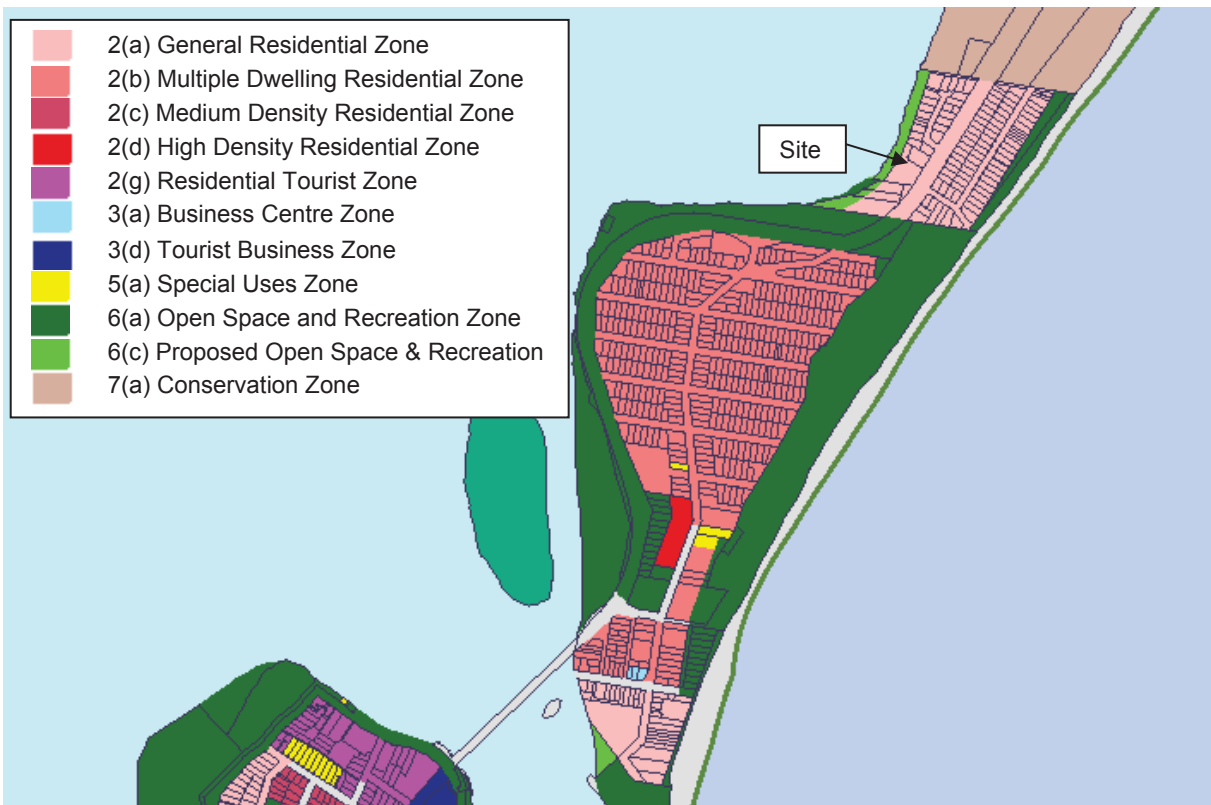


Figure 2: WLEP 1991 Zone Extract

RELEVANT STATE/COUNCIL POLICIES AND PLANS

The application has been assessed against the relevant provisions of the following environmental planning instruments, plans and policies:

- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy (Major Development) 2005
- State Environmental Planning Policy (Affordable Rental Housing) 2009
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy No 55 – Remediation of Land
- State Environmental Planning Policy No 71 – Coastal Protection
- Wyong Local Environmental Plan 1991
- Wyong Development Control Plan 2005
 - Chapter 14 – Tree Management
 - Chapter 64 – Multiple Dwelling Residential Development
 - Chapter 67 – Engineering Requirements for Development
 - Chapter 69 – Waste Management
 - Chapter 70 – Notification of Development Proposals
 - Chapter 99 – Building Lines
- Wyong Council Policy - Landscape Guidelines L1
- Wyong Council Policy – Flood Prone Land F5
- The Entrance Peninsula Planning Strategy
- Promoting Choice: A Local Housing Strategy for Wyong Shire
- The Entrance Contributions Plan and Shire Wide Contributions Plan

ECOLOGICALLY SUSTAINABLE PRINCIPLES

The proposal has been assessed having regard to ecologically sustainable development principles and is considered to be consistent with the principles.

The proposed development is considered to incorporate satisfactory stormwater, drainage and erosion control and the retention of vegetation where possible and is unlikely to have any significant adverse impacts on the environment and will not decrease environmental quality for future generations. The proposal does not result in the disturbance of any endangered flora or fauna habitats and is unlikely to significantly affect fluvial environments.

Climate Change

The potential impacts of climate change on the proposed development have been considered as part of the assessment of the application. This assessment has included consideration of such matters as potential rise in sea level; potential for more intense and/or frequent extreme weather conditions including storm events, bushfires, drought, flood and coastal erosion; as well as how the proposed development may cope / combat / withstand these potential impacts. In this particular case, the following matters are considered to warrant further discussion, as provided below:

Sustainable Building Design – A BASIX Certificate has been submitted with the application which meets targets for water efficiency, thermal comfort and energy efficiency.

Reduced Car Dependence – The proposed development is within walking distance to a bus stop with hourly services.

Rising Sea Level – The site is located within the coastal zone and is identified as being partly affected, with the 1% Annual Exceedance Probability (AEP) flood level for the property being RL 2.2m AHD. Scientific studies and State Government Policy in relation to climate change, and specifically sea level rise have been published which predict progressively elevated ocean levels over time. Elevated ocean levels have the effect of changing the design flood height proportionally as the water level rises at the lake and ocean interface. In accordance with the recommendations contained within the Flood Risk Management Guide - Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments published by the NSW Department of Environment, Climate Change and Water (DECCW), the upper sea level rise benchmark of 900mm has been added to the flood level applicable to the site. The resulting design flood level for the development is 3.1m AHD (2.2m + 0.9m). As the proposal incorporates a finished floor level of 3.6 m AHD and benefits from a low hazard evacuation path, it is considered that the risk to the development as a result of sea level rise is minimal in this instance.

Coastal Erosion – The site is not identified within the Wyong Shire Coastal Zone Management Plan as being affected by coastal erosion at present or within the 2100 predictions.

ASSESSMENT

Having regard for the matters for consideration detailed in Section 79C of the Environmental Planning and Assessment Act 1979 and other statutory requirements, Council's policies and Section 149 Certificate details, the assessment has identified the following key issues.

THE PROVISIONS OF RELEVANT INSTRUMENTS/PLANS/ POLICIES (s79C(1)(a)(i-v):

(a)(i) the provisions of any environmental planning instrumentState Environmental Planning Policy (Major Development) 2005

When the development application was lodged, development for affordable housing that has a capital investment value (CIV) of more than \$5 million fell within Part 3 - Regional Development of SEPP (Major Development) 2005 and was to be determined by the JRPP. However, the *Environmental Planning and Assessment Amendment (Part 3A Repeal) Act 2011* commenced on 1 October 2011 and classes of regional development are now set out in Schedule 4A, of the EP&A Act. Schedule 4A replaces the former classes of regional development set out in Part 3 of SEPP (Major Development). Savings and transitional provisions are set out in Schedule 6A clause 15 of the EP&A Act, although do not specifically apply to the subject development application as development for the purpose of affordable housing with a CIV of more than \$5 million continues to be Regional Development under the new provisions. As such, the JRPP remains as the determining authority.

State Environmental Planning Policy (State and Regional Development) 2011

Part 4 – Regional Development is applicable to the development as affordable housing with a CIV of more than \$5 million is listed within Schedule 4A of the EP&A Act.

State Environmental Planning Policy (Affordable Rental Housing) 2009

The SEPP (Affordable Rental Housing) 2009 was introduced on 31 July 2009 to increase the supply and diversity of affordable rental and social housing in NSW. The SEPP incorporated a number of incentives, including overriding local controls which prohibited certain types of development and providing density bonuses (among other incentives) for affordable housing. On 20 May 2011, changes were made to the SEPP, which included removing certain provisions applying in low density residential areas. The effect of the amendments would result in the prohibition of residential flat buildings for affordable housing, unless they are ordinarily permitted under local controls or another environmental planning instrument.

The subject development application was lodged prior to the May 2011 amendments to SEPP (Affordable Rental Housing) and the savings and transitional provisions in clause 54A of the SEPP maintain the permissibility of the proposed development. In summary, the savings and transitional provisions have the following impacts on the subject application:

- The application may be determined as if the amending SEPP had not been made (i.e. the application may be determined as a permissible land use despite the provisions of WLEP 1991)
- The consent authority must not consent to the development unless it has taken into consideration whether the design of the development is compatible with the character of the local area.
- The floor space ratio provisions of the SEPP (as amended) are applicable.

A full copy of clause 54A is included in Appendix D.

The proposal is for new affordable rental housing, and more specifically 'in-fill affordable housing', which is permitted under Division 1 of Part 2 of the SEPP. A table which summarises the standards contained within SEPP (Affordable Rental Housing) is included in Appendix E. The compliance table in Appendix E relates to the SEPP prior to the May 2011 amendments. While the savings and transitional provisions enable the application to be determined as if the amending SEPP had not been made, they do require the consent

authority to consider the character of the local area and also the amended provisions for floor space ratios. Key aspects of the SEPP are discussed below.

Permissibility and Location Requirements

The proposed development is permissible with consent by virtue of the savings and transitional provisions as previously discussed. The site is zoned 2(a) General Residential Zone under WLEP 1991, which permits dwelling-houses and dual occupancy development but not residential flat buildings. The 2(a) General Residential Zone is equivalent to the R2 Low Density Residential Zone and as such, the infill affordable housing provisions of the SEPP apply to the site. In addition to the zoning, the site must also be located within 400 metres walking distance of a bus stop used by a regular bus service that has at least one bus per hour servicing the bus stop between 6am and 6pm each day from Monday to Friday (both days inclusive). A bus stop is located on Wilfred Barrett Drive, approximately 45 metres to the south of the site. Bus services are operated by the Red Bus Company with one bus per hour servicing the bus stop between 6am and 6pm Monday to Friday. Bus timetables and maps are included in Appendix F.

Floor Space Ratios and Percentage of Dwellings to be Affordable

Clause 54A(4) of the savings and transitional provisions specifies that clause 13(2) (as in force before the amendments made by the amending SEPP) does not apply to development the subject of an existing application and any such application is to be determined by applying instead clause 13 (2) and (3) as inserted by the amending SEPP. Clause 13(2) and (3) of the amending SEPP are as follows:

13 (2) The maximum floor space ratio for the development to which this clause applies is the existing maximum floor space ratio for any form of residential accommodation permitted on the land on which the development is to occur, plus:

(a) if the existing maximum floor space ratio is 2.5:1 or less:

(i) 0.5:1—if the percentage of the gross floor area of the development that is used for affordable housing is 50 per cent or higher, or

(ii) Y:1—if the percentage of the gross floor area of the development that is used for affordable housing is less than 50 per cent, where:

AH is the percentage of the gross floor area of the development that is used for affordable housing.

$$Y = AH \div 100$$

(3) In this clause, gross floor area does not include any car parking (including any area used for car parking).

It is proposed to use 50% of the dwellings as affordable housing and therefore the applicable FSR would be 1:1, based on the permissible FSR of the 2(a) zone, which is 0.5:1, plus the 0.5:1 permitted under 13(2)(a)(i). The proposal is compliant in terms of FSR, being 0.5:1.

Design Requirements

The SEPP specifies that the consent authority must not consent to infill affordable housing unless it has taken into consideration the provisions of the *Seniors Living Policy: Urban Design Guidelines for Infill Development* published by the Department of Infrastructure, Planning and Natural Resources (now Department of Planning and Infrastructure). An assessment against the provisions of the guidelines is included in Appendix G.

Character of local area

Clause 54A(3) of the savings and transitional provisions specifies that a consent authority must not consent to the development unless it has taken into consideration whether the design of the development is compatible with the character of the local area. While the SEPP does not provide any further guidance on assessing whether development is compatible with the character of the local area, the NSW Land and Environment Court has established a Planning Principle relating to the assessment of compatibility in the urban environment (*Project Venture Developments v Pittwater Council* [2005] NSWLEC 191).

Planning Principles are intended to assist in making a planning decision where there is a void in policy; where policies expressed in qualitative terms allow for more than one interpretation; or where policies lack clarity. In relation to 'compatibility', the Planning Principle establishes that the most appropriate meaning of compatibility in an urban design context is whether developments are "capable of existing together in harmony". It is generally accepted that buildings can exist together in harmony without having the same density, scale or appearance, though as the difference in these attributes increases, harmony is harder to achieve. An extract from the Planning Principle is reproduced below:

Where compatibility between a building and its surroundings is desirable, its two major aspects are physical impact and visual impact. In order to test whether a proposal is compatible with its context, two questions should be asked.

- Are the proposal's physical impacts on surrounding development acceptable? The physical impacts include constraints on the development potential of surrounding sites.*
- Is the proposal's appearance in harmony with the buildings around it and the character of the street?*

The physical impacts, such as noise, overlooking, overshadowing and constraining development potential, can be assessed with relative objectivity. In contrast, to decide whether or not a new building appears to be in harmony with its surroundings is a more subjective task. Analysing the existing context and then testing the proposal against it can, however, reduce the degree of subjectivity.

*For a new development to be visually compatible with its context, it should contain, or at least respond to, the essential elements that make up the character of the surrounding urban environment. In some areas, planning instruments or urban design studies have already described the urban character. In others (the majority of cases), the character needs to be defined as part of a proposal's assessment. The most important contributor to urban character is the relationship of built form to surrounding space, a relationship that is created by **building height**,*

setbacks and landscaping. In special areas, such as conservation areas, **architectural style and materials** are also contributors to character.

Having regard to the Planning Principle, the height, setbacks, landscaping and architectural style of the proposed development have been considered as well as the physical impacts such as noise, overlooking, overshadowing and constraining development potential.

In terms of physical impacts, overlooking has been reduced through the design and location of balconies and windows. Overshadowing of adjoining properties is minimal, given the two storey nature of the development and future development of adjoining properties is unlikely to be constrained as a result of the proposed development. The design of the carpark and driveway are a potential source of noise for adjoining properties and it is recommended that acoustic fencing and non-slip (low noise) surface treatment of the carpark be incorporated into the design to reduce any impacts.

The height of the buildings, being 2 storey, is consistent with existing development, as is the pitched roof form of the dwellings facing the street. There is no established or characteristic front setback for development on the western side of Wilfred Barrett Drive and landscaping is minimal and does not significantly contribute to the urban character in this locality. However, the dwellings are orientated parallel to the street in keeping with other development and the design has been broken up into a number of buildings to reduce the scale of the development and ensure it does not appear as one large building within the streetscape. Overall, it is considered that the proposed development has been designed in keeping with the existing development in the locality and the design is compatible with the character of the local area.

State Environmental Planning Policy (Infrastructure) 2007

Clause 101 relates to development with frontage to a classified road (Wilfred Barrett Drive) and seeks to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.

The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

- (a) *where practicable, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The proposed vehicular access is proposed to be from Wilfred Barrett Drive, which is a classified road, as there is no other road frontage to the site. The application has been referred to the RMS, who initially objected to the proposed access arrangements and requested that the design be modified. Modifications have now been made, which included provision of a consolidated entry and exit point to the north of the site away from the existing bus facilities near Wyuna Avenue, as well as provision of a right turn intersection treatment, which the RMS has endorsed. In relation to traffic noise, a Road Traffic Noise Assessment was submitted with the application, which recommends glazing and roof treatment to achieve compliance with the recommended internal noise levels.

Clause 102 includes additional provisions to ensure that noise sensitive development proposed adjacent to road corridors which carry considerable traffic volumes are not adversely affected by road noise or vibration. The clause applies to development adjacent to roads with an annual average daily traffic volume of more than 40,000 vehicles (based on the traffic volume data published on the website of the RMS), and that the consent authority considers likely to be adversely affected by road noise or vibration. Where residential development is proposed, appropriate measures must be taken to ensure that the following internal noise levels are met:

- The Equivalent Continuous Level (LAeq noise level) between the hours of 10.00 pm and 7.00 am shall not exceed 35 dBA within a bedroom, and
- The LAeq noise level within any other habitable room (excluding a garage, kitchen, bathroom or hallway) shall not exceed 40 dBA at any time.

Wilfred Barrett Drive is estimated to carry around 16,700 vehicles per day following extrapolation of RMS traffic count data based upon the historical growth rate for the road in this location. The provisions of SEPP (Infrastructure) are therefore not mandatory for this development however the criteria required are considered to be appropriate and are proposed to be implemented by the applicant.

Clause 104 - Traffic Generating Development, requires certain development applications (as referred to in Schedule 3 of the SEPP) to be referred to the RMS. Although the proposed development contains less than 75 dwellings, it does provide parking for more than 50 vehicles with a direct connection to a classified road. As discussed above, the application has been referred to the RMS and subject to the design changes that were made and a number of conditions, the RMS has no objection to the development.

State Environmental Planning Policy No 71 – Coastal Protection

SEPP 71 – Coastal Protection applies to the development as the site is located within a coastal protection zone, being approximately 30 metres from a coastal lake and approximately 180 metres from the coastline. In accordance with Clause 7, the proposal has been assessed against the matters for consideration outlined under Clause 8 and found to be satisfactory (see Appendix H). The proposal has also been considered under Part 4 of the SEPP relating to public access, effluent disposal and treatment of stormwater and is consistent with the requirements identified under this part.

It is not proposed to strata subdivide the proposed development and therefore Part 5 of SEPP 71 is not applicable to the subject application.

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

The proposed development is a 'BASIX affected development' and therefore a BASIX Certificate has been submitted with the development application. The BASIX Certificate identifies compliance with water, thermal comfort and energy targets and has been updated to reflect the modified building design.

State Environmental Planning Policy No 55 – Remediation of Land

Clause 7 of SEPP 55 specifically relates to the consideration of contamination and remediation prior to a consent authority granting consent to the carrying out of any development. Specifically, subclause (1) states that:

A consent authority must not consent to the carrying out of any development on land unless:

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

Subclauses (2), (3) and (4) are not applicable to the subject development application as it does not propose a change of use (i.e. the previous and proposed uses are both for residential purposes). A contamination assessment has not been undertaken for the subject site given its known use for residential purposes.

Wyong Local Environmental Plan 1991

Clause 15 – Development of land containing acid sulphate soils

The LEP requires special assessment to be given to certain development on land being subject to actual or potential acid sulphate soils. The site is identified as Class 2 and 3 on the Acid Sulphate Soils Planning Map. For Class 2 land, any works below the natural ground surface require more detailed assessment and for class 3, any works below 1 metre below ground level. A preliminary assessment report and investigation has been prepared as part of the application which confirmed that neither Actual Acid Sulphate Soils or Potential Acid Sulphate Soils were encountered on the site to the depth of the proposed excavation.

Clause 19 – Development near lakes, rivers and creeks

As the site is located approximately 30 metres from Tuggerah Lake Council must take the following into consideration:

- (a) the impact of that development on water quality and quantity, existing vegetation, fish, aquatic life and the location of the water body or watercourse, and*
- (b) any effects of the development on water supply, and*
- (c) whether the development is likely to cause detrimental effects on a watercourse or water body through erosion, sedimentation or the emission of pollutants, and*
- (d) whether the development incorporates best practice water sensitive urban design techniques.*

The proposal is considered acceptable in terms of the matters listed in above and if approved, will also require approvals from the NOW.

Clause 23 – Flood Prone Lands

Clause 23 of WLEP states that:

(1) Notwithstanding any other provision of this plan a person shall not erect a building or carry out a work on land which, in the opinion of the Council is, within a flood prone area, other than on land within Zone No 2 (a), 2 (b), 2 (c), 2 (d) or 2 (g), without the consent of the Council.

(2) The Council may, as a condition of its consent to the carrying out of development referred to in subclause (1), require the floor of the building or work to be erected at a height sufficient, in the opinion of the Council, to prevent or reduce the incidence of flooding of that building or work or of adjoining land.

(3) The Council shall take into account as a matter for consideration in determining whether to grant consent as referred to in this clause the effect of the proposed development on flooding.

This clause of the LEP relates to development on land in zones other than the residential zones. As such, this specific clause is not applicable to the proposed development, although the issue of flooding is still a relevant consideration and is addressed further in the report.

Clause 28 – Tree Management

Clause 28 of WLEP 1991 requires development consent for the removal of trees and states that Council shall not grant such consent unless:

- (a) such works are ancillary to or necessary to undertake a use permitted on the land, and*
- (b) the Council has made an assessment of the importance of the vegetation in relation to:*
 - (i) soil stability and prevention of land degradation, and*
 - (ii) water quality and associated ecosystems, such as streams, estuaries and wetlands, and*
 - (iii) scenic or environmental amenity, and*
 - (iv) vegetation systems and natural wildlife habitats.*

The site is mainly cleared, although there are five (5) trees that are proposed to be removed, three (3) of which come under the requirements of DCP 2005 Chapter 14 'Tree Management'. It is recommended to remove the three trees as they will be within the hardstand and building areas and the landscape plan incorporates the planting of a number of suitable tree species within the site. The tree removal is ancillary to the proposed construction of the residential flat building and is therefore permissible with consent. It is unlikely that the removal of these trees would have a significant impact on soil stability, water quality or scenic or environmental amenity. The site does not contain any hollow-bearing trees and the removal of the trees is unlikely to impact on vegetation systems and natural wildlife habitats. As such, consent is able to be granted for the removal of the trees, should the application be supported.

Clause 29 - Services

This clause requires all new development to have an adequate water supply and facilities for the removal or disposal of sewage and drainage. Water and sewer connections are available from Wilfred Barrett Drive and stormwater would discharge to Tuggerah Lake via a water quality treatment and infiltration system. Underground rainwater re-use tanks are also proposed to reduce the demand on potable water and reduce the volume of water leaving the site.

(a)(ii) the provisions of any draft environmental planning instrument

There are no draft environmental planning instruments applicable to the application.

(a)(iii) any development control plansWyang Development Control Plan 2005*Chapter 64 – Multiple Dwelling Residential Development*

DCP 2005 Chapter 64 contains both objectives and prescriptive design requirements that apply to all multiple dwelling residential developments within Wyong Shire. A table identifying the level of compliance with this DCP is included as Appendix I. As a result of the assessment, the proposed development has been found to be generally consistent with the DCP. Minor variations are proposed in relation to the area of second storey balconies (9.5 m² rather than 10 m²) and the elevations between the buildings exceed 10 metres in length. However, this variation is supported as these elevations are not visible from the street or adjoining properties.

Chapter 69 – Waste Management

A Waste Management Plan for the construction and ongoing use of the building has been submitted in accordance with the DCP. Ongoing waste collection is proposed to be via bulk bin collection at the kerb.

Chapter 67 – Engineering Requirements for Development

Should consent be granted, all necessary civil works would need to be undertaken in accordance with Council's DCP 2005 Chapter 67. Compliance with relevant standards can be addressed through conditions of consent.

(a)(iiia) any planning agreement that has been entered into or any draft planning agreement that the developer has offered to enter into

There are no planning agreements applicable to the application.

(a)(iv) any matters prescribed by the Regulations

The Regulations require consideration of the following:

- The Government Coastal Policy, being *NSW Coastal Policy 1997: A Sustainable Future for the New South Wales Coast*; and
- in the case of a development application for the demolition of a building, the provisions of AS 2601.

As included in the Regulations, Wyong LGA is only affected by the seaward part of the Government Coastal Policy, being the area extending 3 nautical miles seaward from the open coast high water mark. As such, it is not applicable to the proposed development.

The development proposes demolition of an existing dwelling house and ancillary outbuildings. Demolition can be addressed through conditions of consent.

(a)(v) any coastal zone management plan

Section 79C(1)(a)(v) of the EP&A Act requires consideration of any Coastal Zone Management Plan (within the meaning of the Coastal Protection Act 1979). The Wyong Coastal Management Plan (CMP) has been publically exhibited and adopted by Council and is now awaiting Certification. In accordance with the CMP, the site is not affected by coastal hazards.

THE LIKELY IMPACTS OF THE DEVELOPMENT (s79C(1)(b)):**The relationship to the regional and local context and setting**

The site is located approximately 2 km to the north of The Entrance, within the existing residential precinct of The Entrance North. The site has frontage to Wilfred Barrett Drive, which links The Entrance to the northern suburbs of Magenta, Noraville, Norah Head, Canton Beach and Toukley.

Development at The Entrance North is dominated by residential land uses, with other uses including caravan/tourist parks, a school, church, a small local business zone and vast areas of public open space including Terilbah Reserve with frontage to Tuggerah Lake and the North Entrance Beach and Surf Club. Forms of residential development at The Entrance North comprise a range of single dwelling-houses, dual occupancies, residential flat buildings (ranging up to seven (7) storeys) and long term caravan sites.

Immediately adjoining the site to the north is a completed residential subdivision containing approximately 26 one and two storey dwellings. The majority of the existing development comprises detached dwelling-houses, although there are some attached dual occupancy developments. The Two Shores Holiday Village (Caravan Park) is located immediately to the south of the site. The caravan park has approval for 99 sites, including 30 long term sites. Development on the eastern side of Wilfred Barrett Drive typically comprises of two storey dwelling-houses.

The number of units proposed within the development has been reduced from 53 to 42 and the design has been improved to more closely reflect the character of existing development. Changes to the design include the removal of nine (9) second storey units which spanned the open carpark area, modifying the external colours and materials from concrete panels in various shades of green to a face brick, and incorporating a pitched roof into the design of the units fronting Wilfred Barrett Drive to more closely reflect the design of existing residential dwellings in the locality. The design of the buildings has also taken into consideration visual privacy issues, with no windows being proposed on the north-eastern or south western elevations.



Figure 3: Streetscape Elevation of Proposed Development

The access, transport and traffic management measures

The site is accessed from Wilfred Barrett Drive, which is a classified road. Works in, on or under classified roads require approval from the RMS. The existing road environment features dual lane carriageway and shared path/cycleway currently in good condition. The access and egress is proposed from the north-eastern corner of the site as requested by the RMS so as to avoid any conflict with traffic movements associated with the existing bus turnaround bay located in Wilfred Barrett Drive and opposite Wyuna Avenue.

The RMS has also requested that the carriageway of Wilfred Barrett Drive is upgraded to provide a basic auxiliary right (BAR) hand turn treatment at the vehicle access and conditions would be required for the completion of road infrastructure including kerb, gutter and transitional pavement works, should consent be granted.

On site carparking has been provided in excess of the minimum requirements of SEPP (Affordable Rental Housing). The basement entry and exits both contain a crest, which is designed as a levy to restrain the ingress of flood waters. The design generally complies with the Australian Standard for Off-street Carparking, and is considered satisfactory subject to minor design amendments detailed in the recommended conditions.

Details regarding access to public transport to and from the site have been previously addressed in the report.

The impact on the public domain (recreation, public open space, pedestrian links)

The proposed development is unlikely to impact the public domain. The development is proposed on privately owned land although stairs from the rear of the site to the adjacent Council-owned foreshore reserve are proposed. The proposal will not restrict any existing public access to the foreshore and would encourage residents to utilise the foreshore reserve.

There is also an existing off-road cycleway along Wilfred Barrett Drive, which links Terilbah Reserve in the South and Crown land to the north, although this would not be impacted by the development.

The impact on utilities supply

The development can be serviced for water from an existing 300 mm water main that is located on the eastern alignment of Wilfred Barrett Drive and the existing system is adequate to provide water supply to the proposed development. As the water main will need to be extended across Wilfred Barrett Drive, approval from the RMS will also be required.

The site can be serviced for sewer via an existing line.

The effect on heritage significance

There are no known Aboriginal or non-Aboriginal heritage items in the vicinity of the proposed development.

Any effect on other land resources

The site is not known to contain any valuable land resources.

Any impact on the conservation of water*Water use*

A BASIX Certificate has been submitted with the development application which demonstrates compliance with the appropriate water targets. Five (5) x 4000 litre underground rainwater tanks, which are to be connected to toilets and landscaping are proposed together with water efficient fixtures.

Stormwater Management

The site naturally drains towards Tuggerah Lake and an infiltration system is proposed. The design of the infiltration system is proposed to be complemented by an appropriately sized level spreader, which is to be wholly contained within the development site. Stormwater runoff would be buffered by the provision of rainwater tanks and pre-treated by a proprietary gross pollutant trap prior to discharge into the infiltration system. The proposed system is considered satisfactory to treat stormwater before leaving the site and the final design must be approved by the NOW in accordance with their GTA's.

Basement drainage details have also been submitted which show the conceptual size and location of a pump out system and rising main. Conditions are recommended requiring full design details to be submitted prior to the issue of the Construction Certificate. Additionally, tanking of the basement would be required to prevent the ingress of ground water flows into the basement.

Groundwater

Borehole samples were undertaken as part of the acid sulphate soils assessment, which did not intercept any standing groundwater. However, seepage was experienced at depths of between 1.2 and 1.7 metres. It is acknowledged that subsurface conditions can change depending on recent weather events and therefore any groundwater intercepted during construction would need to be appropriately managed.

Any effect on the conservation of soils or acid sulphate soils

The preliminary assessment did not identify any acid sulphate soils on the site. Erosion and sediment control measures would be required, which can be dealt with as part of the Construction Certificate, should consent be granted.

Any effect on quality of air and microclimate conditions

The proposed residential development is not expected to have a detrimental impact on the existing air quality or microclimatic conditions.

Any effect on the flora and fauna

There is minimal vegetation on the site and it is unlikely to provide significant habitat for native species.

The provision of waste facilities

General waste is proposed to be stored in three x 1.1 m³ bulk bins and collected from the kerb. Recycling 'wheelie' bins and green waste bins are also proposed. To assist in the movement of the bulk bins to the kerb, kerb ramps would be required as part of the kerb and guttering that is recommended to be conditioned.

Whether the development will be energy efficient

A BASIX Certificate has been submitted with the application, which demonstrates compliance with the energy and thermal comfort requirements.

Whether the development will cause noise and vibration

Being a residential development, the ongoing use of the premises is not expected to cause unreasonable noise and vibration.

As the site is located adjacent to a busy road, there is potential for the development to be affected by road noise. A Road Traffic Noise Assessment has been submitted with the application, which addresses SEPP (Infrastructure) 2007 and Development Near Rail Corridors and Busy Roads – Interim Guideline. The following internal noise levels are to be adopted:

- The LAeq noise level between the hours of 10.00 pm and 7.00 am shall not exceed 35 dBA with a bedroom, and
- The LAeq noise level within any other habitable room (excluding a garage, kitchen, bathroom or hallway) shall not exceed 40 dBA at any time.

In order to achieve the internal noise levels required by SEPP (Infrastructure) 2007, the Road Traffic Noise Assessment recommends that the noise control treatments should be implemented to the units facing the street frontage. This includes minimum requirements for glazing, external materials and insulation. These matters can be addressed as conditions of consent, should the application be approved.

Any risks from natural hazards (flooding, tidal inundation, bushfire, subsidence, slip etc)*Bushfire*

When the development application was lodged, the site was not identified as bushfire prone land. However, Council's Bushfire Mapping was revised in September 2011 and as a result, the site is now identified as being bushfire prone due to the threat from vegetation on the adjoining foreshore reserve. A Bushfire Assessment Report has been submitted and referred to the Rural Fire Service (RFS). The RFS has provided advice and have recommended conditions relating to water and utilities supply, the implementation of an evacuation and emergency management plan, construction requirements and landscaping maintenance.

Flooding

The site is mapped as being partially flood affected during a 1% Annual Exceedance Probability (AEP) flood event by flood water originating from the Tuggerah Lakes. The total catchment area upstream of The Entrance is 740km², and includes three interconnected lakes and three major rivers.

The Tuggerah Lakes Flood Study identifies that the 1% AEP flood level for this development is RL 2.2m AHD. The development plans indicate existing ground levels generally range between 1.3m AHD and 3.3m AHD. Other flood events up to the Probable Maximum Flood (PMF) were analysed and calculated, which are summarised below in Table 1 – Flood Levels.

Flood	50% AEP	20% AEP	5% AEP	1% AEP	PMF
Existing (m AHD)	0.91	1.36	1.8	2.2	2.7
Year 2100 (m AHD)	1.81	2.26	2.7	3.1	3.6

Table 1 –Flood Levels

Historical records held by Council indicate that the highest known Tuggerah Lakes flood level occurred in June 1949 (2.1m AHD), with other severe events occurring in April 1946 (1.9m AHD), May 1964 (1.9m AHD) and April 1927 (1.8m AHD). The most recent flooding events occurred in June 2011 (0.91m AHD), February June 2007 (1.65m AHD), February 1992 (1.2m AHD) and February 1990 (1.6m AHD).

The NSW Sea Level Rise Policy Statement published by the NSW Government in 2009 was prepared to support consistent adaptation to projected sea level rise impacts. The policy statement included sea level rise planning benchmarks for use in assessing potential impacts of sea level rise in coastal areas, including use in flood risk assessments. The benchmarks are for a projected rise in sea level, relative to the 1990 mean sea level, of 0.4 metres by 2050 and 0.9 metres by 2100.

The Flood Risk Management Guide - Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (the guide) published by the NSW Government in 2009 was prepared to assist stakeholders to incorporate the sea level rise planning benchmarks in floodplain risk management planning and flood risk assessments for new development. The guide updates the sea level rise information in the NSW Floodplain Development Manual published by the NSW Government in 2005.

Considering the significance of the development in terms of population intensification, expected asset life and financial investment proposed by the applicant, it is considered appropriate to apply the higher sea level rise benchmark for the proposed development. The application of this benchmark has the affect of increasing the initial water level of Tuggerah Lake and the Pacific Ocean analysed in the Tuggerah Lakes flood study.

The guide states that “Where the site is below 4 metres AHD, an appropriate conservative assumption to estimate the 1% AEP flood level considering sea level rise is to add the sea level rise planning benchmarks to the 1% AEP flood level relevant to the site”. As stated previously, the development plans indicate existing ground levels generally ranging between 1.3m AHD and 3.3m AHD.

Under the NSW State Government’s Flood Policy, the management of flood liable land remains the responsibility of local government. Accordingly, Council has a duty of care to ensure flood liable lands in the Wyong Shire are managed in accordance with their flood hazard and flood risk. Council’s Development of Flood Prone Land Policy (the policy) presents Council’s current development controls applicable to the development. The application of the policy requires the categorisation of ‘Type of Development’ and ‘Flood Hazard’ to determine suitability of the proposed development. The ‘Type of Development’ for the purpose of this policy meets the category of ‘New Development’ due to the proposed population intensification; however the determination of ‘Flood Hazard’ requires further consideration. A qualitative Flood Hazard Assessment has been undertaken to determine the ‘Flood Hazard’ in accordance with the policy.

The policy requires categorisation of flood hazards in accordance with the NSW Floodplain Development Manual, which details the process to determine flood hazard category. The process involves firstly evaluation of hazard level from pure hydraulic principles, and then refining the hydraulic hazard category in light of other relevant factors affecting the safety of individuals to establish the true flood hazard category. The hazard category from pure hydraulic principles is considered to be a combination of high hazard flood storage and low

hazard flood storage. Figure 4 illustrates an interpretation of high hazard flooding overdrawn on the architectural plans.

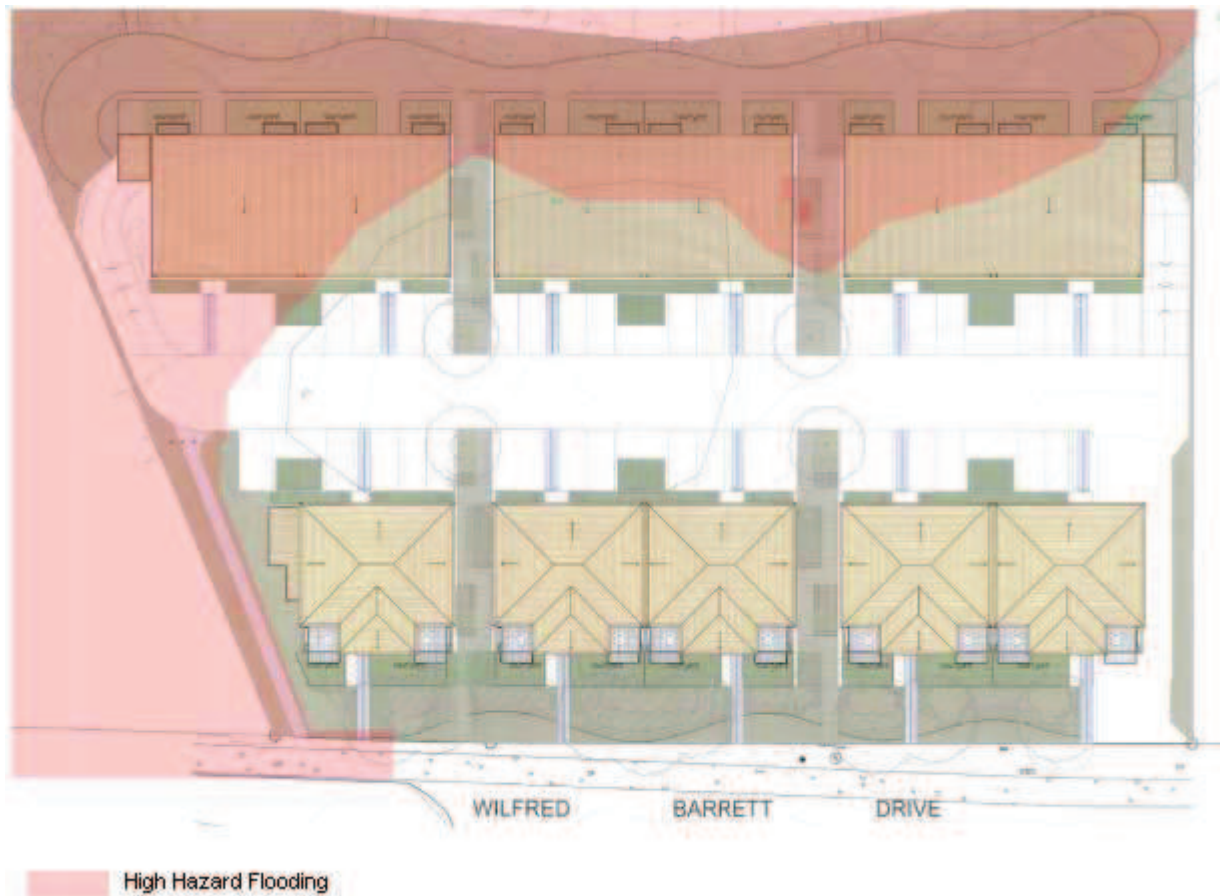


Figure 4 – Approximate extent of Provisional High Hazard flooding

As the application of the policy requires determination of true flood hazard category, this was assessed by refining the hydraulic hazard category. A summary of this assessment is provided below:

- Risk to Life - Self sufficient low hazard evacuation is available from the development towards the north. If evacuation is not possible, the floor levels are proposed equal to the probable maximum level (including sea level rise) and are likely to provide a safe place of refuge.
- The Cost - The proposed development is generally located within an existing residential area with existing public and private infrastructure. The development is not anticipated to generate significant additional servicing costs before or after floods. There may be individual costs relating to insurance and private property damage.
- Warning and Evacuation - The Tuggerah Lakes system is closely monitored during flood events, with access to accurate information available and updates regularly provided by the emergency management authorities. Flooding from Tuggerah Lakes generally features a relatively slow rate of rise over a number of days and therefore effective warning time is available. As discussed previously, low hazard self sufficient evacuation is available to the north of the site.

- Cumulative Effects of the Development - Minor loss of flood storage associated with the low level carpark and fill is proposed. The loss of flood storage is commensurate with the other development around Tuggerah Lakes, and is not considered to set an undesirable precedent for other development in the floodplain.
- Ecological Sustainable Development - In a flooding context, the development adequately considers the principles of ecologically sustainable development. In particular the development meets the principles of intergenerational equity and application of the precautionary principle by acknowledging and addressing predicted sea level rise.
- Climate Change - Sea level rise is one predicted element that has been discussed separately in this report, however other effects have the potential to affect peak flood levels such as increased temperatures, changes in rainfall patterns and increased frequency of extreme wind and storm events. The conservative application of the sea level rise benchmarks for 2100 plus a 500mm freeboard to habitable floor levels is considered adequate.

Based on the flood assessment, and property modification measures, the true flood hazard category applicable to the development is considered to be wholly low hazard flooding. The development controls under Council's Flood Prone Land Development policy permit New Development in Low Hazard category flooding, subject to a merits assessment. Having considered flooding hazard, including predicted sea level rise, the application can be supported on floodplain management grounds.

Any risks from technological hazards

There are overhead power lines within the road reserve across the full frontage of the site, although it is unlikely that this would impact the development.

Whether the development provides safety, security and crime prevention

The applicant has submitted a report to assess the proposal against the principles of Crime Prevention through Environmental Design (CPTED) and the application has also been referred to the NSW Police Tuggerah Lakes Local Area Command. The response from the Tuggerah Lakes local Area Command included a number of recommendations in relation to the design of the buildings. The response also indicated that The Entrance North has a relatively low crime rate compared to other areas of the Tuggerah Lakes Local Area Command. Specific recommendations that could be applied to the proposed development include:

- Rapid removal of graffiti
- Restricted access to the proposed basement carpark
- Lighting with the carparking areas and main access points
- Maintaining landscaping

Appropriate conditions of consent can be applied, should consent be granted.

Any social impact in the locality

The proposed development has been submitted under SEPP (Affordable Rental Housing), which forms part of the NSW State Government response to growing community concern about the long term decline of affordable housing. It is proposed that 50 per cent of the accommodation to which the proposed development application relates will be used for the purposes of affordable rental housing.

The benchmark for rental housing to be considered 'affordable' is for the households involved to pay no more than 30% of their gross income in rent. The NSW Government's approach focuses on rental housing for very low, low and moderate income households so that they can appropriately meet the needs of their household and is within their means to pay for it without foregoing other essentials such as food, clothing and education.

Definitions of very low, low and moderate income households are as follows, based on 2010-11 projections:

- Very low-income households – incomes less than 50% of the gross Sydney median income (currently being an income less than \$33,400);
- Low income households – incomes between 50% and 80% of gross median income (currently \$33,400 - \$53,500); and
- Moderate income households - incomes between 80% and 120% of the gross median (currently \$53,500 - \$80,300).

Affordable housing income eligibility limits as of 1 July 2011 are summarised in the table below and demonstrate the range of income and family circumstances that can benefit from affordable housing.

Examples of Household Types	Maximum gross annual income (before tax)		
	Sydney region	Remainder NSW	NRAS (all NSW)
Single (first adult)	< \$50,000	< \$43,400	< \$44,128
Single + 1 child	< \$65,000	< \$56,400	< \$61,049
Single + 2 children	< \$80,000	< \$69,400	< \$75,685
Single + 3 children	< \$95,000	< \$82,400	< \$90,320
Couple	< \$75,000	< \$65,100	< \$61,006
Couple + 1 child	< \$90,000	< \$78,100	< \$75,641
Couple + 2 children	< \$105,000	< \$91,100	< \$90,277
Couple + 3 children	< \$120,000	< \$104,100	< \$104,913

Table 2 - Affordable Housing Income Eligibility Limits

There is often a lack of understanding in local communities of the people likely to be accommodated in affordable rental housing. Local opposition has been high for low rise infill housing in low density residential areas and this is frequently based on a misunderstanding of the nature of the people that qualify to occupy the affordable rental housing. A significant number of the public submissions received for the subject development application raised concerns over "social housing" occupants in the area, because of perceived social issues and potential for impacts on property values. Social housing is subsidised housing, providing a secure, affordable rental option for people on very low and low incomes. Social housing includes properties owned or managed by Housing NSW, community housing providers and the Aboriginal Housing Office. Affordable rental housing differs from social housing as it targets a range of groups from low to moderate income households; has a different application process; calculates rents differently; may have different tenancy terms; and is managed by a Community Housing Provider rather than by Housing NSW or the Aboriginal Housing Office.

The applicant has submitted a Social Impact Assessment (SIA), which has been prepared by qualified social planning consultants. The SIA includes a demographic analysis, assessment of the existing level of social infrastructure/public transport, details of community engagement and the identification and assessment of social impacts.

Demographic analysis

A detailed analysis has been provided on the demographic characteristics of The Entrance-North Entrance area based on the latest information available sourced primarily from Council's on-line Community Profile (2006 Census data) and housing analysis sourced from Housing NSW. Key findings included:

- Between 2001 and 2006 there was a minor increase in population of The Entrance-North Entrance.
- The dominant household type is lone persons, followed by couples without dependents and one parent families.
- There has been growth in middle age groups and a larger proportion in the older age groups.
- There is an increasing demand for one and two bedroom dwellings based on changes in family and household types.
- There is a higher share of renters in high density housing in this area of the Shire.
- The area has a larger proportion earning a lower individual income (<\$600 per week) and a smaller proportion earning a higher income (>\$600 per week) compared with Wyong Shire.
- There has been an increase in medium and highest income groups however, compared with Wyong Shire this area has a larger proportion of households earning a lower weekly income and a smaller proportion earning a high weekly income (due to higher unemployment rate and larger proportion of older residents).
- The unemployment rate is higher compared with Wyong Shire.
- It is difficult for lower income households to purchase housing in Wyong Shire due to significant increase in house prices.
- The private rental market in Wyong Shire is not catering adequately for the needs of lower income households, particularly small single person households
- On the ABS Socio-Economic Index of Disadvantage (SEIFA) The Entrance-North Entrance area is ranked second in Wyong Shire indicating residents are significantly disadvantaged and would be experiencing housing stress.

Existing level of social infrastructure/public transport

Detailed research has been undertaken to document the level of existing infrastructure in the area. The proposed development is considered to have good access to a wide range of retail, commercial, community, recreation and medical services at The Entrance and Bay Village Shopping Centre at Bateau Bay.

A bus stop is located just to the south of subject site on eastern side of Wilfred Barrett Drive with a regular weekly and weekend bus service provided by Red Bus Services to The Entrance, Bay Village, Erina Fair and Gosford. Weekday services operate from 4am to 9pm (last return service 11:55pm). Weekend services operate from 5am to 9pm (last return service 11pm). Red Bus Services also operates a service to Toukley, Lake Haven and Wyong Hospital. On weekdays there are four morning services and three afternoon services (latest at 6:16pm). On weekends there are four services between 8am and 4pm.

As previously addressed within the report, the subject site is located within an accessible area as defined by SEPP (Affordable Rental Housing).

Community engagement

The initial SIA that was submitted with the development application did not involve any consultation or engagement with the local community. As part of the revised SIA, the consultant prepared and distributed a letter to all local residents in Curtis Parade, Wyuna Avenue, Terilbah Place and Wilfred Barrett Drive (to the north of Simpson Street), the caravan park and other community stakeholders, to seek comments on the proposed development via telephone, email or in writing. In response to a request by The Entrance Peninsula Community Precinct Committee, the consultant attended a community consultation meeting with residents to hear their social concerns and objections to the proposed development.

It is acknowledged that the consultation for the SIA was undertaken during December and January and that some residents were unavailable to comment during this period. However, local residents have had the opportunity to comment during Council's initial public submission period and the re-notification of the development application.

Identification and assessment of Social Impacts

The revised SIA lists and addresses the social issues raised by each stakeholder. Key issues raised include:

- Increased concentration of people of lower socio-economic status (welfare dependent tenants).
- Increase in anti-social behaviour, vandalism and crime impacting on resident safety.
- Concentration of social housing developments.
- Decline in property values.
- Transformation of the local area.
- Safety concerns along Wilfred Barrett Drive.
- Location not accessible to services and facilities.
- Existing transport service is inadequate/limited.
- Potential to exacerbate unemployment levels.
- Incompatible with plans to revitalise The Entrance.
- Incompatible with the character of the surrounding area (high density and cluster of affordable housing in an area of low density and high quality residential housing).
- Negative impacts of social cohesion and interaction due to strong opposition by residents.
- Overdevelopment of the lakefront/site and impacts on local ecosystem/natural environment (land approved for 3 residential blocks).
- Conflict over public open space and access to the lakefront.
- Traffic congestion due to insufficient car parking provision.
- 2006 Census does not reflect current profile of The Entrance North.

After assessing the proposal and having considered the issues raised by the community, it is considered that the proposed development would have a net social benefit. The proposed development would provide for additional affordable rental housing stock and housing choice. The subject site is located within an accessible area as defined in SEPP (Affordable Rental Housing) and residents would have access to a range of social infrastructure and a regular transport service.

It is acknowledged that there is significant opposition to the proposal from local residents and stakeholders groups. This may have partially arisen due to a misunderstanding of the nature of the proposed development, which is for affordable housing rather than social housing.

Nevertheless, residents have perceived a number of negative social impacts associated with the concentration of people of low socio-economic status including a decline in property values, increased anti-social behaviour, crime and reduced public safety, exacerbation of unemployment levels etc.

A number of mitigation measures have been proposed to reduce the potential negative impacts of the development on social interaction and integration due to the strong level of opposition by residents. Such measures include the Community Housing Provider consulting on a regular basis with the owners of adjoining properties to ensure any negative impact is temporary; the use of tenancy agreements; rigorous screening of applicants; and controls during the construction phase. These measures should form conditions of consent, should the application be approved.

Any economic impact in the locality

The proposed development is unlikely to have an economic impact in the locality.

Any impact of site design and internal design

The proposed development, as originally submitted, incorporated 53 units within three (3) residential flat buildings. However, the design has been amended to address a number of design issues that were raised during the assessment of the application. The more significant design changes include:

- Deletion of eleven (11) units, to improve the overall design of the buildings and improve internal amenity to a number of the units; and
- Addition of pitched roofs to the buildings fronting Wilfred Barrett Drive to more closely reflect existing development in the locality;

The design was also modified to avoid any buildings being located within an existing 5 metre wide easement along the southern boundary, which benefits Council. The current design incorporated pathways and the driveway within this easement, although no objection is raised in relation to this.

Any impacts of construction activities (construction site management, protection measures)

All construction access would be from Wilfred Barrett Drive and a traffic management plan would be required to demonstrate how construction traffic would be managed to minimise delays and interference with the road network. Conditions have also been recommended in relation to the protection of adjoining properties during the excavation for the basement carpark and the construction of the buildings.

Any cumulative impacts

The impact of additional traffic, population and affordable housing in the locality has been addressed previously throughout the report and it is considered that the cumulative impacts would be negligible.

THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT (s79C(1)(c)):

The design of the proposed development has satisfactorily addressed potential site constraints including the flood affectation of the site, vehicular access onto a classified road and the proximity of the site to Tuggerah Lake. The site is located within a residential area, close to public transport, is relatively level and contains minimal vegetation that is required to be removed. Overall, the site is considered suitable for the proposed development.

ANY SUBMISSION MADE IN ACCORDANCE WITH THIS ACT OR REGULATIONS (s79C(1)(d)):**Any submission from the public**

The application was advertised in accordance with the Environmental Planning and Assessment Regulations 2000 in relation to Nominated Integrated Development. Approximately 72 submissions and a petition with 473 signatures were received. There were no letters of support. Following the submission of amended plans, the application was again placed on public notification with 17 new objections being received. A number of revised/updated submissions were also received from members of the community who lodged submissions during the initial exhibition period.

The issues raised in the submissions have been addressed in the assessment of the application. A summary of each submission is included in Appendix J, with the main issues that were raised listed below:

Flooding

A number of submissions have been received in relation to the suitability of the site for multi unit development given the flood prone nature of The Entrance North. However, as previously discussed in the report, the site is considered to be affected by low hazard flooding, has a low hazard evacuation path and proposed floor levels in excess of the flooding planning level, including sea level rise predictions. The development is therefore subject to a merits assessment under the Council's adopted flood policy and the proposed development is considered satisfactory in terms of flooding.

A number of the submissions raised concerns that a previous development application for an eight (8) lot subdivision was reduced to three (3) lots based on the unsuitability of the site for development. However, a review of the file for the previous subdivision application indicates that other issues including access arrangements from Wilfred Barrett Drive and sewer servicing were limiting factors in the assessment of the previous application.

Lack of Public Transport

A bus stop is located to the south of subject site on eastern side of Wilfred Barrett Drive with a regular weekly and weekend bus service provided by Red Bus Services to The Entrance, Bay Village, Erina Fair and Gosford. Weekday services operate from 4am to 9pm (last return service 11:55pm). Weekend services operate from 5am to 9pm (last return service 11pm). Red Bus Services also operates a service to Toukley, Lake Haven and Wyong Hospital. On weekdays there are four morning services and three afternoon services (latest at 6:16pm). On weekends there are four services between 8am and 4pm. As previously addressed within the report, the subject site is located within an accessible area as defined by SEPP (Affordable Rental Housing) and meets the requirements set by the state government for access to public transport.

Increase in Traffic

The application was referred to the RMS as the development proposed direct vehicular access to Wilfred Barrett Drive, which is a classified road. The RMS initially objected to the development due to concerns that the proposed access driveway, which was proposed at the southern boundary of the site, would conflict with traffic movements associated with the existing bus turnaround bay located in Wilfred Barrett Drive and opposite Wyuna Avenue. The RMS suggested that a combined access and egress be provided at the northern boundary of the site to avoid this conflict and the plans have been modified to reflect these requirements. The RMS has also requested that the carriageway of Wilfred Barrett Drive be upgraded to provide a basic auxiliary right (BAR) hand turn treatment at the vehicle access to assist vehicles turning right across Wilfred Barrett Drive.

Impact on Tuggerah Lake and Coastal Ecosystems

The site does not have direct frontage to Tuggerah Lake and suitable stormwater treatment and management would be required as part of the development. The NOW has also provided general terms of approval, which include measures for protecting waterfront land (defined as land within 40 metres of a natural water body).

Lack of Employment Opportunities

The community has raised concerns that the proposed development would exacerbate unemployment levels. It is likely that employed persons will occupy units within the affordable housing component of the development as per eligibility levels within NSW Government's Affordable Housing Guidelines. Additional population will also provide direct economic benefits to the local community via demand for goods and services which in turn provides increased local employment opportunities.

Lack of Community Facilities/Services and Health Services

The proposed development would result in a modest increase in population, estimated to be a net increase of approximately 100 people. As identified in the adopted The Entrance Peninsula Planning Strategy, The Entrance-North Entrance area has been identified as an area of projected population growth with adequate services and facilities in place to cater for this increase. The proposed development would also be required to pay Section 94 developer contributions, which contribute to the provision of public open spaces and community facilities.

Wyang Shire is characterised by many households on very low, low and moderate incomes in housing stress and the level of housing affordability has steadily decreased. There have also been changes in the age structure of the population and household and family composition which has created demand for a range of dwelling types, including one and two bedroom dwellings. The proposed development will provide housing choice and an affordable rental housing option to suit the existing demographic characteristics. Housing NSW also indicate there is a need to increase the supply of affordable rental in Wyong LGA.

Impact on Property Values

The proposed development will replace an existing vacant and overgrown site. It comprises 42 units, includes a component of affordable housing and provides for housing choice in the area. There is a general misunderstanding in the community in relation to the difference between affordable rental housing and social housing, which has increased concern over the perceived impact on property values.

Lack of Open Space

The proposed development complies with the required landscaped areas and exceeds the required amount of communal open space provided within the site. Public open space is also provided directly in front of the site and additional public open space is located at North Entrance Beach, North Entrance Foreshore Reserve and Terilbah Reserve.

Concerns over Community Safety and Police Resources

The community raised concerns in relation to increased anti-social behaviour and lower resident safety from the perceived nature of residents intended to occupy the affordable housing component of the development, and conflict over public space areas, access to the lakefront and privacy/security.

The proposed development has been designed to ensure increased level of passive surveillance from living areas and open space areas over the public domain areas of the lakefront, Wilfred Barrett Drive and the carpark areas.

Current crime statistics show that The Entrance North has a limited number of reported crimes including a low incidence of anti-social behaviour. The NSW Police were consulted in relation to the proposed development and have not raised any specific concerns or objection.

Any submission from public authorities

A copy of the GTA's issued by the NSW Office of Water are included in Appendix C.

The RMS has confirmed that it has no current proposals affecting or requiring any part the property. The RMS also confirmed that its concurrence is required for works, structures, and disturbances to, in, on, under or over classified roads under section 138 of the Roads Act 1993 and recommended a number of conditions of consent as detailed in Appendix A and C.

The RFS has reviewed the proposed development and recommended a number of conditions of consent relating to compliance with the publication '*Planning for Bushfire Protection*'. In assessing the application, the RFS also acknowledged that the Council owned foreshore land to the west of the site is included in Council's Plan of Management for Natural Areas.

THE PUBLIC INTEREST (s79C(1)(e)):

Any Federal, State and Local Government interests and Community Interests

The Entrance Peninsula Planning Strategy

The Entrance Peninsula Planning Strategy (TEPPS) was adopted by Council in July 2009. The site is identified as being within Precinct 1, which is described as having the following desired future character:

Precinct 1 will be the northern gateway to The Entrance Peninsula. It will be a generally low density residential coastal village providing convenient and attractive living for its residents through its landscaped streets and neighbourhood parks. The gateway will also provide links to a small neighbourhood centre in the adjoining Precinct 2, as well as community and open space facilities.

In terms of building controls, TEPPS includes the following strategies and recommendations that are relevant to building and development control:

- *Restrict building heights to be a maximum two storeys [i.e. generally 6 metres, to the topmost ceiling, for residential and 7.5 metres for mixed use (retail, commercial and/or residential) developments] and encourage coastal architectural design styles in new and redeveloped buildings.*
- *New or renovated residential buildings are to be low scale to maximum height of 6 metres (approximately two storeys) and provide an attractive facade to the street, designed to reflect the coastal character of the area and integrate with existing built forms. Residential flat buildings are to be designed to appear as a number of individual buildings or modules, rather than as a single unit block.*

The proposed development is not inconsistent with the intentions of the TEPPS.

Promoting Choice: A Local Housing Strategy for Wyong Shire

Promoting Choice: A Local Housing Strategy for Wyong Shire, was adopted by Council in January 2008. The purpose of the Local Housing Strategy is to provide a framework to address the housing choice issues affecting the Shire population. It identifies Council's commitment and role in working towards minimising the level of housing stress in the Shire by retaining and expanding the provision of diverse housing forms. Following on from this, Council is currently undertaking an Affordable Housing Study, although this is only in the initial stages and has not progressed to a point where it can be considered as part of the assessment of the development application.

OTHER MATTERS FOR CONSIDERATION

The Entrance Section 94 Contributions Plan and Shire Wide Contributions Plan

The site falls within the area for Section 94 Contributions Plan No 3 - The Entrance District and the Shire Wide Contributions Plan. Contributions under Section 94 of the EP&A Act are applicable to development under SEPP (Affordable Rental Housing) and therefore would need to be paid prior to the issue of a Construction Certificate, should consent be granted.

CONCLUSION

Despite the extent of public objection to the proposed development, the information provided with the application demonstrates compliance with the requirements of SEPP (Affordable Rental Housing), has received favourable comment from the external approval bodies (RMS, NOW and RFS) and has satisfactorily addressed social impact concerns through the Social Impact Assessment and referral to the NSW Police Tuggerah Lakes Local Area Command. The site is considered suitable for residential development and approval is recommended.

Appendix A	<i>Draft Conditions of Consent</i>
Appendix B	<i>Architectural Plans, Stormwater Plans and Landscape Plans</i>
Appendix C	<i>External Referral Comments and General Terms of Approval</i>
Appendix D	<i>SEPP (Affordable Rental Housing) 2009 Savings and Transitional Provisions</i>
Appendix E	<i>SEPP (Affordable Rental Housing) 2009 Assessment Table</i>
Appendix F	<i>Bus Timetables and Maps</i>
Appendix G	<i>Urban Design Guidelines Assessment Table</i>
Appendix H	<i>SEPP 71 – Coastal Protection Assessment Table</i>
Appendix I	<i>Wyong DCP 2005 Chapter 64 Assessment Table</i>
Appendix J	<i>Summary of Public Submissions</i>

Appendix A - Proposed Conditions

Approved Plans

- The development is to be undertaken in accordance with the approved development plans listed below, specifications and accompanying documentation except as modified by any conditions of consent:

Title	Drawing No.	Revision	Date	Prepared By
Architectural Plans - Affordable Housing	Job No 2001-13 Sheets DA01 to DA11	C	October 2011	Australian Consultant Architects
Landscape Plan	Project No 2945A Sheet L-01	A	30/3/11	Ray Fuggle Associates Landscape Architects
Stormwater Plans	89022886-000 to 003	1,2	22/8/11	Cardno
Bushfire Assessment Report	Report No 2011/171B	2	February 2012	Bushfire Safety Solutions
Acoustic Report	Report Number 5405-R1	0	30/3/11	SLR global Environmental Solutions
Social Impact Assessment	Project No:A268	-	January 2012	Creative Planning Solutions
Acid Sulphate Soil Assessment	-	0	December 2011	Aargus Pty Ltd

Certificates – Application and Approval

- A Construction Certificate is to be issued by the Principal Certifying Authority prior to commencement of any construction works. The application for this Certificate is to satisfy all of the requirements of the Environmental Planning and Assessment Regulation 2000.
- Prior to the occupation or use of the building/structure, an application for an Occupation Certificate for the development must be submitted to and approved by the Principal Certifying Authority.
- Where conditions of this consent require approval from Council under the Roads Act 1993, Local Government Act 1993 or Water Management Act 2000, a completed Application for Civil Works and Subdivision Works must be lodged with Council and be accompanied by detailed design drawings and supporting information. Upon submission to Council, fees and charges will be calculated in accordance with Council's Management Plan. The fees and charges must be paid prior to Council commencing the design assessment.

Prior to Release of Construction Certificate:

The following conditions must be satisfied prior to the release of the Construction Certificate. Conditions may require the submission of additional information with the Construction Certificate Application. Applicants should also familiarise themselves with conditions in subsequent sections and provide plans in accordance with any design requirements contained therein.

Bush Fire Requirements

- 5 The proposed development has been assessed against the provisions of *Planning for Bushfire Protection 2006 (NSW)* and has been determined as having a Bushfire Attack Level (BAL) of 12.5 for the western buildings adjacent to the foreshore reserve. Prior to the issue of a Construction Certificate, construction details demonstrating compliance with AS3959-2009 – *Construction in Bushfire Prone Areas* and section A3.7 Addendum Appendix 3 of *Planning for Bushfire Protection 2006 (NSW)* for the nominated BAL must be provided for the approval of the Accredited Certifier.

Contribution Payment Requirements

- 6 Prior to the issue of a Construction Certificate, the payment to Council of contributions (as contained in the attached Schedule) under Section 94 of the Environmental Planning and Assessment Act 1979 and Council's Section 94 and Section 94A Contribution Plan. Council's contributions are adjusted on the first day of February, May, August and November. The amount of the contributions will be adjusted to the amount applicable at the date of payment.

Controlled Activity Approval

- 7 Prior to the issue of a Construction Certificate, a Controlled Activity Approval must be issued by the NSW Office of Water in accordance with the General Terms of Approval dated 7 September 2011 and as attached to the development consent.

Dust Control Requirements

- 8 Prior to the issue of a Construction Certificate, suitable details must be provided for the approval of the Accredited Certifier of an appropriate system to control dust emissions from the site during construction works. The approved method of controlling dust emissions from the site is to be implemented and be maintained for the duration of construction works on the site.

Erosion and Sediment Control – Design Requirements

- 9 Prior to the issue of a Construction Certificate, design drawings for the control of soil erosion on the site and the prevention of silt discharge into drainage systems and waterways must be provided for the approval of the Accredited Certifier. Required design drawings must include all major stages of construction and sequences of work together with treatments necessary at each of these stages. The design drawings must be prepared in accordance with the Landcom publication '*Soils and Construction – Managing Urban Stormwater*' (Blue Book).

Flooding Design Requirements

- 10 Prior to the issue of a Construction Certificate, design drawings must be provided for the approval of the Accredited Certifier detailing the following requirements: -
- A minimum floor level of RL 3.6 metres Australian Height Datum (AHD) for all habitable rooms, as defined within the Building Code of Australia.
 - A minimum floor level of RL 1.9 metres AHD for all non habitable rooms with plumbing and drainage fixtures.
 - The required surcharge gully is to have a minimum RL of 1.75 metres AHD.
- 11 Prior to the issue of a Construction Certificate, detailed design drawings must be prepared for the approval of the Accredited Certifier by a suitably qualified Structural Engineer in accordance with the requirements of the Hawkesbury-Nepean Floodplain Management Steering Committee publication *Reducing Vulnerability of Buildings to Flood Damage – Guidance on Building in Flood Prone Areas*, for the following flooding characteristics applicable to the development:
- 1% AEP flood level of RL 3.1 metres AHD.
 - Average flood velocity of 0.5 metres per second.
- An appropriate factor of safety must be applied to the forces exerted by the 1% AEP flood before it is used in any structural calculations.
- 12 Prior to the issue of a Construction Certificate, design drawings and specifications must be submitted for the approval of the Accredited Certifier for the following flooding characteristics applicable to the development:
- The storage of all toxic or pollutant substances at least 500mm above the 1% AEP flood level. Alternatively these materials may be placed within an area protected by bunds constructed 500mm above the 1% AEP flood level.
 - All electrical outlets and fixtures below the 1% AEP flood level protected by a residual current device (safety switch).
 - Flood compatible materials must be used for all building materials used or placed below the 1% AEP flood level.
 - The basement carpark shall be tanked to prevent the ingress of groundwater flows.
- 13 The preparation of a Flood Emergency Management Plan (FEMP) to mitigate the risk to life and property by a suitably qualified and experienced consultant. The plan must include, but not limited to, the following;
- Source and severity of flooding.

- A site specific evacuation plan prepared in consultation with the State Emergency Service, including commentary of the 'last chance' opportunity for self sufficient low hazard evacuation.
- Methods of accessing real time flood data and warnings
- Recommendations and contingencies for occupants during and after a flood event in relation to communications, supplies, services and any other elements identified by the flooding consultant.
- Methods of disseminating the contents of the FEMP to current and future occupants.
- Revision frequency for the FEMP, and requirement to provide a copy of any revision to Wyong Shire Council.
- Recommendations for amendments/additions to the development plans to facilitate ease of evacuation.
- Recommendations for actions prior to the occupation of the development

The plan must be certified and submitted to the Accredited Certifier prior to the issue of the Construction Certificate. A copy of the FEMP must be supplied to Wyong Shire Council and the registered proprietor of the land.

Landscaping Design Requirements

- 14 Prior to the issue of a Construction Certificate, the landscape design drawings, prepared by Ray Fuggle Associates Landscape Architects dated 30/3/2011 is to be amended to incorporate the following changes:

- An additional eight (8) trees (*Waterhousia floribunda* or similar) within the front setback area with a minimum 100 litre pot size.
- Placement of *Carpobrotus glaucescens* closest to the foreshore and the replacement of *Waterhousia floribunda* at the back of the property with *Casuarina glauca* or *Glochiodon ferdinandi* (or similar species that have high salt tolerance)
- Replacement of *Pennisetum sp.* with *Carpobrotus glaucescens* (or similar).
- Replacement of *Dianella sp.* with *Dianella caerulea* or *Dianella congesta*.
- Replacement of Callistemon 'Hanna ray' and Callistemon 'Captain cook' with *Pittosporum revolutum*, *Melaleuca nodosa* or *Callistemon linearifolius*.
- All trees are to be a minimum 100 litre in pot size. All shrubs 2-4 metres high are to be a minimum 25 litre pot size and all shrubs (1-2 m high) and accent plants are to be a minimum 5 litre pots. Groundcovers are to be tube stock or greater.
- A 26 week maintenance schedule.

The landscape plan must be provided for the approval of the Accredited Certifier. Such landscape design plans must be prepared in accordance with Council's Landscape Policy L1 for a Category 3 development.

- 15 Design plans for the enclosure of the communal waste storage area are to be submitted to the Accredited Certifier for approval prior to the issue of the Construction Certificate. The design plans are to be in accordance with the requirements of Wyong Development Control Plan 2005 Chapter 69 – Controls for Site Waste Management and the accompanying Waste Control Guidelines and must include suitable landscaping to screen the enclosure.

Roadworks - Design Requirements

- 16 Where conditions of this consent require approval from Council as the Roads Authority with the concurrence of the RMS, a completed Subdivision Construction Certificate application form must be lodged with Council and be accompanied by detailed design drawings and supporting information. Fees and charges calculated in accordance with Council's Management Plan and must be paid prior to the issue of any consent under the Roads Act 1993. Prior to approval, the developer will be required to enter into a Works Authorisation Deed (WAD) with the RMS for any works and traffic control on State roads.
- 17 The submission to Council of Civil Works design drawings and specifications detailing the following design requirements:
- Kerb and guttering for the full street frontage of the development.
 - Street stormwater drainage systems.
 - Street lighting in accordance with AS/NZS 1158.
 - Pavement marking and signage.
 - Street trees at a maximum of 15.0 metre spacing.
 - Vehicle access crossing(s).
 - Kerb ramp for waste collection.
 - The restoration of any vehicle access rendered redundant by the development, to standard kerb and footpath formation.
 - Any associated works to ensure satisfactory transitions to existing infrastructure.
 - Basic auxiliary right (BAR) hand turn treatment in Wilfred Barrett Drive at the proposed vehicle access location.
 - Formation of a minimum 2.5 metre wide road shoulder adjacent proposed kerb and gutter.

Required design drawings are to be prepared in accordance with Council's Development Control Plan 2005, Chapter 67 - *Engineering Requirements for Development* and must be approved by Council as the Roads Authority prior to the issue of a Construction Certificate.

- 18 The submission to the Council as the Roads Authority of a 'detailed design stage' Road Safety Audit for road intersection works prepared by a Level 3 Road Safety Auditor recognised on the NSW Register of Road Safety Auditors. Any deficiencies identified within the audit must be resolved in consultation with Council prior to the approval of design drawings.

Stormwater Drainage - Design Requirements

- 19 The submission to the Accredited Certifier of a detailed stormwater management plan generally in accordance with the conceptual stormwater management [plan prepared by Cardno (drawing numbers 89022886-000, 89022886-001 and 89022886-002, and dated 22/8/2011), and featuring:
- Stormwater disposal to an absorption/level spreader system
 - The provision of stormwater quality control facilities to treat stormwater in accordance with the Engineers Australia publication *Australian Runoff Quality – A Guide to Water Sensitive Urban Design* prior to entering leaving the development.
 - Full details of the holding tank capacity, pump type and system, discharge rate and the delivery line size for the basement drainage.
 - The basement carpark shall be tanked to prevent the ingress of groundwater flows.

The detailed design plans must be prepared in accordance with AS/NZS3500.3:2004 and Council's Development Control Plan 2005, Chapter 67 - *Engineering Requirements for Development*, and be approved by the Accredited Certifier prior to issue of the Construction Certificate.

- 20 Stormwater drainage works external to the site and discharging into a public system or public land requires approval from Council under Section 68 of the Local Government Act 1993. Detailed design drawings prepared in accordance with Council's Development Control Plan 2005, Chapter 67 - *Engineering Requirements for Development* must be approved by Council prior to the issue of a Construction Certificate. All other stormwater management works must be approved by the Accredited Certifier.

Structural Design Requirements

- 21 Prior to the issue of a Construction Certificate, satisfactory structural plans prepared by a suitably qualified Registered Structural Engineer are to be submitted for the approval of the Accredited Certifier, for the following building elements
- Slabs, piers and footings.
 - Retaining walls
 - Tanking of the basement carpark
 - Structural design of all elements below the design surface level must consider increased salinity levels with predicted sea level rise.

Vehicle Access and Parking - Design Requirements

- 22 The submission to the Accredited Certifier of a detailed car parking design. The design shall include:
- Pavement marking, appropriate signage and physical controls detailed for the carpark, access driveway and circulation roads.

- Pavement design to the carpark and basement areas able to withstand anticipated vehicle loading and incorporating non-slip (low noise) surface treatments.
- Mechanical fixing and acoustic isolation of any gates to/from the basement carparking.
- Amendment to parking spaces numbered 6, 11, 22 and 29 to achieve geometric compliance with the parking for people with disabilities.
- The placement of clearance signage above the basement entry.

The design drawings shall be prepared in accordance with the requirements of AS/NZS 2890 – Parts 1, 2 and 6, and be approved by the Accredited Certifier prior to the issue of a Construction Certificate.

- 23 The submission to the Accredited Certifier of lighting design drawings for the carpark and public places. The design shall be prepared in accordance with the requirements of AS/NZS 1158 and AS 4282-1997, including the provision of current best practice energy efficient lighting and be approved by the Accredited Certifier prior to issue of a Construction Certificate.

Water and Sewer Services - Design Requirements

- 24 All water and sewer works or works impacting on water and sewer assets must be designed and constructed to the requirements of Council as the Water Supply Authority. The requirements are detailed in the Section 306 Notice of Requirements letter attached to this consent. **Note:** The Section 306 Notice contains requirements associated with the development that must be completed prior to the issue of the Construction Certificate.

Prior to Commencement of Works:

The following conditions must be satisfied prior to the commencement of site works, including any works relating to demolition, excavation or vegetation removal.

Demolition Requirements

- 25 Prior to the demolition of existing structures on site, all existing site services are to be disconnected, sealed and made safe. The sewer and water service is to be disconnected by a licensed plumber and drainer with a Start Work Docket submitted to Council's Plumbing and Drainage Inspector certifying that the works have been undertaken to the satisfaction of Council as the Water and Sewer Authority. Thiess Service's Customer Service Centre are also to be contacted on telephone number 1300 126 278 to arrange for the collection of the garbage bins.
- 26 Work involving bonded asbestos removal work (of an area of more than 10 square metres) or friable asbestos removal work, must be undertaken by a person who carries on a business of such removal work in accordance with a licence issued under the provisions of Clause 318 of the *Occupational Health and Safety Regulation 2001*.

- The person having the benefit of the consent must provide the Principal Certifying Authority with a copy of a signed contract before any development pursuant to the consent commences.
- Any such contract must indicate whether any bonded asbestos material or friable asbestos material will be removed and if so, must specify the landfill site (that may lawfully receive asbestos) to which the material is to be delivered for disposal.

Ecology/Trees Requirements

- 27 Prior to works associated with the development commencing, all trees nominated for retention at the rear of the property are to be suitably protected by 1.8 metre high interlocking chain wire fencing to be installed at a minimum of 2 metres from the base of each tree on all four sides. All required tree protection measures are to be in place prior to the commencement of works and maintained for the duration of construction works.

Erosion and Sediment Control Requirements

- 28 Prior to works associated with the development commencing, soil erosion and sediment controls measures are to be provided on the development site in accordance with Council's Policy E1 - Erosion and Sediment Control from Building Sites and Development Control Plan 2005, Chapter 67 – *Engineering Requirements for Development* and the approved development plans.
- 29 Prior to works associated with the development commencing, suitable sediment control kerb inlet trap devices are to be provided downstream of the development site adjoining locations such as kerb inlet drainage pits, in order to prevent any silt that may have left the site from entering the drainage system. The build up of silt and debris behind the required kerb inlet trap devices is to be removed from the site on a daily basis.
- 30 Prior to works associated with the development commencing, an appropriate sign to promote the awareness and importance of the maintenance of on-site sediment control techniques is to be provided on the most prominent sediment fence or erosion control device within the development site, for the duration of the project.

Home Building Act Requirements

- 31 Residential building work within the meaning of the Home Building Act 1989 must not be carried out unless the Principal Certifying Authority for the development to which the work relates (not being the Council) has given the Council written notice of the following information:

In the case of work to be done by the holder of a contractor licence under that Act:

- the name and licence number of the contractor; and
- the name of the insurer by whom the work is insured under Part 6 of that Act.

In the case of work to be done by the holder of an owner-builder permit under that Act:

- the name and permit number of the owner-builder.

If arrangements for doing the residential building work are changed while the work is in progress so that the information notified above becomes out of date, further work must not be carried out unless the Principal Certifying Authority for the development to which the work relates (not being the Council), has given the Council written notice of the updated information.

Protection of Adjoining Property Requirements

- 32 Prior to works associated with the development commencing, the owner of the adjoining property affected by the proposed excavation and/or structural protective works, must be given written notice of the intention to commence works. The required notice must be accompanied by details of the proposed work at least seven (7) days prior to the commencement of proposed excavation and/or structural protective works.
- 33 Prior to works associated with the development commencing, the applicant must supply the Principal Certifying Authority with a dilapidation report for the adjoining properties, which documents and photographs the condition of buildings and other improvements. The report must be submitted to and approved by the Principal Certifying Authority prior to the commencement of any works. **Note:** The report is to be made available by the Principal Certifying Authority in any private dispute between neighbours regarding damage arising from construction works upon the development site.

Roads - Preconstruction Requirements

- 34 Prior to commencing any works upon public roads the developer and their contractor will be required to:
- Obtain a copy of the Council approved Civil Works plans and pavement design (if applicable).
 - Obtain a copy of Development Control Plan 2005, Chapter 67 – *Engineering Requirements for Development*. This is Council's Specification for Civil Works and is available on Council's web site.
 - Arrange a meeting on-site with Council's Principal Development Construction Engineer on (02) 4350 5555.
- 35 Prior to works associated with the development commencing, a Plan of Management is to be submitted to and approved by Council as the Roads Authority for any works or deliveries that impact on any public roads or public land as a result of the construction of the development. The plan must include a Traffic Control Plan prepared by a person holding Roads and Maritime Services (RMS) accreditation for selecting and modifying traffic control plans. Fees and charges are applicable to the review and approval of the required management plan in accordance with Council's Plan of Management.
- 36 Prior to works associated with development commencing, a dilapidation report must be prepared and submitted to Council as the Roads Authority. The required dilapidation report must document and provide photographs that

clearly depict any existing damage to the road, kerb, gutter, footpath, driveways, water supply, sewer works, street trees, street signs or any other Council assets in the vicinity of the development. **Note:** The report will be used by Council to determine the extent of damage arising from site and construction works.

Site Requirements

- 37 Prior to works associated with the development commencing, the Principal Contractor (or Owner/Builder) is to erect a suitable sign in a prominent position on the development site (not attached to any tree) identifying the name, address and telephone number of the Principal Certifying Authority (PCA) for the work, the name, address and telephone number (including a number for outside of business hours) of the Principal Contractor for the work (or Owner/Builder) and stating that unauthorised entry to the site is prohibited. The required sign is to be maintained for the duration of works associated with the development. Appropriate signs can be collected from Council's Customer Service Centre, where Council is the nominated Principal Certifying Authority with respect to the development.
- 38 Prior to works associated with the development commencing, suitable toilet facilities must be available or be provided upon the development site, with the required toilet facility(s) maintained until development works are completed at a ratio of one (1) toilet plus one (1) additional toilet for every twenty (20) persons employed at the site. Each toilet must:
 - be a standard flushing toilet connected to a public sewer system; or
 - have an on-site effluent disposal system approved under the Local Government Act 1993, or be a temporary chemical closet approved under the Local Government Act 1993, supplied by a suitably licensed contractor.
- 39 Prior to works associated with the development commencing, a suitable hoarding or safety fence between the work site and the public place is to be provided in accordance with Work Cover Authority requirements. The required hoarding/fencing is to remain in place during the construction phase of the development. Should the hoarding/fencing be required to be provided within the road reserve area, approval from Council under the Roads Act as the Roads Authority is required to be obtained prior to its erection.
- 40 Prior to works associated with the development commencing, it is the builder's responsibility to confirm the location and depth of the sewer main and connection point in relation to the floor level, to ensure that appropriate connection to the sewer can be achieved.
- 41 Prior to works associated with the development commencing, where any excavation is proposed in proximity to existing gas and/or electricity networks, the developer is advised to notify 'Dial Before You Dig' of the time and place of work no more than thirty (30) days before the work commences. The developer must satisfy any requirements as set by the network operators in carrying out excavation works.

During Construction Works:

The following conditions must be satisfied during construction works.

Acid Sulphate Soils

- 42 Should acid sulphate soils be encountered during excavation works, work is to stop and an Acid Sulphate Soils Management Plan is to be prepared and submitted for the approval of the Principal Certifying Authority. All works are to proceed in accordance with the recommendations of the Acid Sulphate Soils Management Plan.

Approved Plans

- 43 A copy of the stamped approved plans must be kept on site for the duration of site works and be made available upon request to either the Principal Certifying Authority or an officer of the Council.

Demolition - Compliance Requirements

- 44 Any demolition work carried out with respect to the development is to be carried out in accordance with the requirements of AS 2601-2001 – *The Demolition of Structures*.
- 45 The disposal of any asbestos materials must be in accordance with the requirements of WorkCover NSW and AS 2601-2001 – *The Demolition of Structures*. The asbestos materials are to be disposed of at an approved waste management facility in accordance with the procedures the facility has for the disposal of asbestos. Upon completion of these works, the Principal Certifying Authority is to be supplied with disposal receipts within seven (7) days to verify that this requirement has been complied with.

Dust Control Requirements

- 46 Suitable dust suppression measures shall be implemented and maintained by the developer during demolition, excavation and construction works associated with the development. Such measures are required to minimise the emission of dust and other impurities into the surrounding environment.

Earthworks and Haulage - Construction Requirements

- 47 During construction works, all fill is to be placed on site in such a manner that surface water will not be permanently or temporarily diverted to adjoining land.
- 48 All earthworks are to be limited to the area as indicated within the approved development plans. Any additional earthworks and the construction of associated retaining structures outside of the nominated areas, requires separate approval.
- 49 All materials other than fill imported to the site for civil works, shall have a resource recovery exemption made under the Protection of the Environment Operations (Waste) Regulation 2005.
- 50 All site fill material shall be classified as Virgin Excavated Natural Material (VENM) or Excavated Natural Earth (ENM) in accordance with the Waste

Classification Guidelines – Part 1: Classifying Waste published by the Department of Environment, Climate Change and Water NSW (now Office of Environment and Heritage). Site fill material shall be certified as VENM or ENM by a practising Geotechnical Engineer prior to haulage to site. Certification documentation shall be provided to the Principal Certifying Authority throughout the construction phase of the works.

Ecology/Trees - Construction Requirements

- 51 The Norfolk Island Pine trees at the rear of the site are to be retained and not felled, lopped, topped, ring-barked, uprooted, or otherwise wilfully destroyed.

Erosion and Sediment Control - Construction Requirements

- 52 Sand and other materials associated with the construction of the development that could potentially be washed off the site during rain periods, are to be stored behind a suitable sediment control barrier.
- 53 All sediment and erosion control devices provided with respect to the development are to be periodically cleaned and maintained in an effective state for the duration of works. On the spot fines for non-compliance with this requirement may be issued under the provisions of the *Protection of Environment Operations Act, 2000*.

Flooding - Construction Requirements

- 54 The minimum floor level of all habitable rooms is to be RL 3.6 metres AHD. Certification from a Registered Surveyor confirming that the minimum floor levels have been achieved must be submitted to the Principal Certifying Authority when the dwelling reaches floor level stage. **Note:** Framework associated with the building is not to be erected until such time as the floor level certification is received.

Services/Utility Requirements

- 55 The developer is solely responsible for any costs relating to alterations and extensions of existing roads, drainage, water and sewer infrastructure and other utilities for the proposed development.
- 56 Other public authorities may have separate requirements and should be consulted prior to commencement of works in the following respects:
- Australia Post for the positioning and dimensions of mail boxes in new commercial and residential developments;
 - AGL Sydney Limited for any change or alteration to gas line infrastructure;
 - Ausgrid for any change or alteration to electricity infrastructure or encroachment within transmission line easements;
 - Telstra, Optus or other telecommunication carriers for access to their telecommunications infrastructure.

Site Requirements

- 57 Construction or demolition works involved with the development may only be carried out between the hours of 7.00 am and 5.00 pm Monday to Saturday with no construction or demolition works associated with the development permitted to be carried out at any time on a Sunday or a public holiday.
- 58 During the construction phase of the development, all building materials, plant and equipment must be placed on the site of the development in order to ensure that pedestrian and vehicular access within adjoining public roads, footpaths and reserve areas, is not restricted and to prevent damage to public infrastructure.
- 59 During the construction phase of the development, any excavation below the level of footings of buildings upon adjoining allotments requires the preservation and protection of the adjoining buildings from damage resulting from subsidence. Should it be necessary, the excavation is to be supported and the adjoining buildings underpinned in a manner certified by a suitably qualified Structural Engineer.
- 60 During the construction phase of the development, downpipes and the associated stormwater disposal system is to suitably connected to the site stormwater connection point immediately after the roof materials are positioned in order to prevent erosion of the site from roof water run off. The Principal Certifying Authority for the development will not issue a compliance certificate for framing unless connection of the site stormwater (or temporary system) has occurred.

Waste Management Requirements

- 61 During the construction phase of the development, all building materials must be re-used, recycled or disposed of in accordance with the Waste Management Plan submitted with the subject application.

Prior to Release of Occupation Certificate:

The following conditions must be satisfied prior to the release of an Occupation / Subdivision Certificate.

BASIX Requirements

- 62 Prior to the issue of an Occupation Certificate, pursuant to Clause 97A(3) of the Environmental Planning and Assessment Regulation 2000, it is mandatory that all the commitments listed in the BASIX Certificate applicable to the development are fulfilled.

Building Code of Australia – Compliance Requirements

- 63 Prior to the issue of the Occupation Certificate, the building shall be completed in accordance with the relevant provisions and requirements of the Building Code of Australia.

Bush Fire – Compliance Requirements

- 64 Prior to the issue of an Occupation Certificate, the western buildings adjacent to the foreshore reserve shall be completed in accordance with the requirements of AS 3959-1999 - *Construction of Buildings in Bushfire Prone Areas*, for a Bushfire Attack Level of 12.5.
- 65 Prior to the issue of the Occupation Certificate, all water, electricity and gas supplies are to comply with the requirements of section 4.1.3 of 'Planning for Bushfire Protection 2006 (NSW)'.
- 66 A Bush Fire Emergency Evacuation Plan is to be prepared in accordance with the NSW Rural Fire Service document 'Guide for Developing a Bush Fire Emergency Evacuation Plan'.
- 67 Prior to the issue of the Occupation Certificate, landscaping on the site is to comply with the principles of Appendix 5 of 'Planning for Bushfire Protection 2006 (NSW)' and all fencing is to be non-combustible.

Consolidation

- 68 The consolidation of Lot 1 DP 862588 and Lot 76 DP 227174 into one lot by registered subdivision prior to the issue of an Occupation Certificate. Documentary evidence of the Consolidation Plan registration with the Land and Property Management Authority must be submitted to the Accredited Certifier.

Dilapidation Rectification Requirements

- 69 Prior to the issue of an Occupation Certificate, any damage not shown in the Dilapidation Report submitted to and approved by the Principal Certifying Authority prior to site works commencing, will be assumed to have been caused as a result of the site works undertaken with respect to the development and must be rectified at the applicant's expense.

Disabled Access Requirements

- 70 Prior to the issue of an Occupation Certificate, access to and throughout the buildings shall be certified by a suitably qualified consultant that it complies with AS 1428.1-2009 and the objectives of the *Disability Discrimination Act 1992* (Commonwealth).

External Colours/Finishes Requirements

- 71 Prior to the issue of an Occupation Certificate, the completed development must comply with the schedule of external colours and materials submitted with the application and as shown on the materials board/model/photomontage.

Filling and Haulage- Completion Requirements

- 72 All filled areas are to be compacted in accordance with the requirements of AS 3798-1996. The submission of test results and appropriate documentation attesting to this requirement having been achieved is to be provided for the approval of the Accredited Certifier prior to issue of the Occupation Certificate.

Flooding – Compliance Requirements

- 73 Prior to the issue of an Occupation Certificate, all electrical circuits below the 1% AEP flood level are to be provided with a residual current device.
- 74 Prior to the issue of the Occupation Certificate, the surcharge gully for the development must be at a minimum level of 1.75 metres AHD and all plumbing and waste fixtures must be at a minimum level of 1.9 metres AHD. Irrespective of the above a minimum of 150mm must be maintained between the gully and the lowest waste fixture.
- 75 Prior to the issue of an Occupation Certificate, all rainwater storage tanks must be installed with the stormwater inlet and outlets, air gap for mains water top up at a minimum level of 500mm above the 1% AEP flood. Where the stormwater outlet cannot be located 500mm above the flood level it must be fitted with a non return valve to prevent back flow in accordance with Council's rainwater tank installation guidelines.
- 76 All recommendations of the Flood Emergency Management Plan requiring completion prior to occupancy must be completed prior to the issue of any Occupation Certificate.

Landscaping Requirements

- 77 Prior to the issue of an Occupation Certificate, landscaping is to be provided to the development site in accordance with Council's Policy Number L1 for a Category 3 development in accordance with the approved landscape plan. Required landscaping is to be the subject of an appropriate landscape implementation report from the approved landscape consultant submitted to and approved by the Principal Certifying Authority.

Lighting Requirements

- 78 Prior to the issue of an Occupation Certificate, suitable lighting to carpark shall be provided in accordance with the requirements of AS/NZS 1158 and AS/NZS 2890.1.

Noise Control Requirements

- 79 Prior to the issue of an Occupation Certificate, the recommendations of the Road Traffic Noise Assessment prepared by SLR Global Environmental Solutions, Report Number 5405-R1 and dated 30 March 2011 must be implemented.
- 80 Prior to the issue of an Occupation Certificate, the carpark and basement areas are to have non-slip (low noise) surface treatments.
- 81 Mechanical fixing and acoustic isolation of any gates to/from the basement carparking is to be installed prior to the issue of an Occupation Certificate.
- 82 Prior to the issue of an Occupation Certificate, fencing to a minimum height of 1.8 metres, is to be constructed along the full length of the northern boundary to attenuate noise from the basement carpark and driveway.

Other Authorities – Compliance Requirements

- 83 Prior to the issues of an Occupation Certificate, compliance with the Controlled Activity Approval issued by the NSW Office of Water.

Plumbing and Drainage - Compliance Requirements

- 84 Prior to the issue of an Occupation Certificate, the required rainwater tank is to be provided in the location as detailed within the approved development plans with suitable plumbing connections provided to collect rainwater from the roof area as detailed within the BASIX Certificate applicable to the development. The required rainwater tank is to be installed in accordance with the requirements of the National Plumbing and Drainage Code AS/NZS 3500 and shall be provided with first flow diversion devices fixed to all inflows and a functioning pressure pump plumbed to service all fixtures as detailed within the BASIX Certificate applicable to the development. The required tank must be controlled in order that supplemental flow from domestic mains does not take place until the capacity of the tank has been reduced to 20%.

Restriction as to User

- 85 In accordance with the provisions of State Environmental Policy (Affordable Rental Housing) 2009, for 10 years from the date of the issue of the Occupation Certificate:
- (i) the dwellings proposed to be used for the purposes of affordable housing (being 50% of the units within the development) must be used for the purposes of affordable housing, and
 - (ii) all accommodation that is used for affordable housing must be managed by a registered community housing provider, and
 - (iii) A restriction must be registered, before the date of the issue of the Occupation Certificate, against the title of the property on which development is to be carried out, in accordance with section 88E of the Conveyancing Act 1919, that will ensure that the requirements of (i) and (ii) are met.

Roads – Compliance Requirements

- 86 The provision of any additional civil works required to ensure satisfactory transitions to existing work as a result of work conditioned for the development works are to be approved by Council as the Roads Authority prior to issue of the Occupation Certificate.
- 87 All works within the public road must be completed in accordance with the approved Civil Works design drawings and Development Control Plan 2005, Chapter 67 - *Engineering Requirements for Development* and be approved by Council as the Roads Authority prior to the issue of any Occupation Certificate.
- 88 Any road works and or traffic control facilities within a state road must be completed in accordance with the approved Civil Works design drawings and RMS Works Authorisation Deed, and be jointly approved by Council as the Roads Authority and the RMS prior to the issue of any Occupation Certificate.

- 89 The submission to the Council as the Roads Authority of certification from an Accredited Service Provider (ASP) that the street lighting installation has been completed in accordance with AS/NZS 1158 and AS 4282-1997, the approved design drawings and will achieve a minimum of twenty (20) year design life. The certification must be received by Council prior to the issue of the Occupation Certificate.
- 90 The submission to the Council as the Roads Authority of a 'pre-opening stage' Road Safety Audit for the road intersection works prepared by a Level 3 Road Safety Auditor recognised on the NSW Register of Road Safety Auditors. Any deficiencies identified within the audit must be resolved in consultation with Council prior to the approval of the works.
- 91 All works are to be carried out at no cost to Council or the RMS.

Safer by Design

- 92 To minimise the opportunity for crime and in accordance with Crime Prevention Through Environmental Design principles, the development shall incorporate the following:
- i. In order to maintain a safe level of visibility for pedestrians within the development, adequate lighting to AS1158 is to be provided to all common areas including the basement carpark, open carpark, common open space and any common stair access to these areas and pedestrian routes, including the waste storage areas. Such common lighting shall be installed and directed in such a manner so as to ensure that no nuisance is created for surrounding properties.
 - ii. The design, installation and maintenance of landscaping (and associated works) within pedestrian routes around the site (and adjacent to mailboxes) shall not impede visibility and clear sight lines along the pedestrian footway from one end to the other.
 - iii. Ensure that the development minimises the opportunities for concealment or entrapment spaces.
 - iv. Walls/screens between balconies/courtyards shall be designed to avoid foot holes or natural ladders so as to prevent access between balconies/terraces within the development.
 - v. Ensure the development management adopts an ongoing policy of rapid repair of vandalism and graffiti and ensuring that all lighting is in working order. The use of durable and easily maintained external materials and finishes. The installation of sturdy, non corrosive catches, bolt and locks on doors/windows.
 - vi. Installation of peep holes (or equivalent) to the front door to all units to allow viewing of visitors prior to opening the door.
 - vii. Access control is to be provided to the basement carpark.

Statutory Certificate Requirements

- 93 Prior to the occupation of the building occurring, an application for an Occupation Certificate for the development must be submitted to and approved by the Principal Certifying Authority. Occupation of the development without an Occupation Certificate is an offence under the provisions of the Environmental Planning and Assessment Regulation, 2000.
- 94 Prior to the Issue of an Occupation Certificate, a Final Fire Safety Certificate, as required by Clause 153 of the Environmental Planning and Assessment Regulation, 2000, certifying that all the Fire Safety Measures within the building have been designed and installed in accordance with the relevant standard of performance as nominated by the Fire Safety Schedule issued with the Construction Certificate, is to be supplied for the approval of the Principal Certifying Authority. Such Final Fire Safety Certificate is also to be displayed within a prominent location within the building such as the main entry.

Stormwater – Compliance Requirements

- 95 The construction of the stormwater management system in accordance with the approved Stormwater Management Plan and AS/NZS 3500.3-2004. Certification of the construction by a suitably qualified consultant shall be provided to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 96 The construction of stormwater drainage works external to the site and discharging into a public system or public land in accordance with the approved Stormwater Management Plan and Development Control Plan 2005, Chapter 67 - *Engineering Requirements for Development*. All works must be approved by Council under Section 68 of the Local Government Act 1993 prior to issue of the Occupation Certificate. All other stormwater management works must be approved by the Principal Certifying Authority.
- 97 Prior to the issue of the final Occupation Certificate, a 'Positive Covenant' shall be created on the title of the land requiring the registered proprietor to ensure the continued maintenance and performance of the stormwater pump-out facilities. The terms of the positive covenant are to be prepared to Council's standard requirements. Wyong Shire Council shall be nominated as the party to release, vary or modify the covenant.

Vehicle Access and Parking – Compliance Requirements

- 98 The construction of the carpark and accesses in accordance with AS/NZS 2890 - Parts 1 and 6. Certification of the construction of the carpark and associated accesses by a suitably qualified consultant shall be provided to the Principal Certifying Authority prior to issue of the Occupation Certificate.

Water and Sewer Services/Infrastructure – Compliance Requirements

- 99 The obtaining of a Section 307 Certificate of Compliance under the Water Management Act 2000 for water and sewer requirements for the development from Wyong Shire Council as the Water Supply Authority prior to issue of the Subdivision/Occupation Certificate. All works for the development must be approved by Council prior to the issue of a Certificate of Compliance.

Work as Executed Requirements

- 100 Prior to the issue of an Occupation Certificate, Works as Executed information for the development as identified in Council's Development Control Plan 2005, Chapter 67 - *Engineering Requirements for Development* is to be submitted to and approved by Council. The required Works as Executed information is to be submitted in hard copy and in electronic format in accordance with Council's 'CADCHECK' requirements.

Ongoing Operation:

The following conditions must be satisfied during use / occupation of the development.

Restrictions on Use Requirements

- 101 The Community Housing Provider must undertake regular assessments of the rental levels for the local area to ensure that the proposed development is affordable for the intended residents.
- 102 The Community Housing Provider is to include as part of the tenancy agreement/contract signed by the residents that only one vehicle is to be allowed per unit (unless otherwise negotiated through the tenancy agreement/contract) and that anti-social behaviour will not be tolerated and would result in a breach of the tenancy agreement/contract.
- 103 The Community Housing Provider is to establish a complaints register to record and address any issues that arise, from tenants or local residents, such as noise, parking and other amenity impacts.

Site Appearance, Maintenance and Security Requirements

- 104 The owner/operator(s) of the site must maintain the external finishes of the building(s), structures, walls and fences for the life of the development and any graffiti must be removed in a timely manner.
- 105 All site landscaping is to be maintained for the life of the development in accordance with the approved landscape plan, as amended by the conditions of this consent, and with the approved maintenance schedule.
- 106 All carpark and public place lighting must be maintained to ensure continuing energy efficient lighting and the amenity of adjoining properties is preserved.

Vehicle Access and Parking – Ongoing Requirements

- 107 The pavement and pavement marking must be maintained in a serviceable condition.
- 108 Garbage/recycling bins must not be permitted to encroach with the carpark or vehicle manoeuvring areas.
- 109 All on-site vehicle parking areas, markings, driveways and manoeuvring areas are to be maintained for the life of the development.

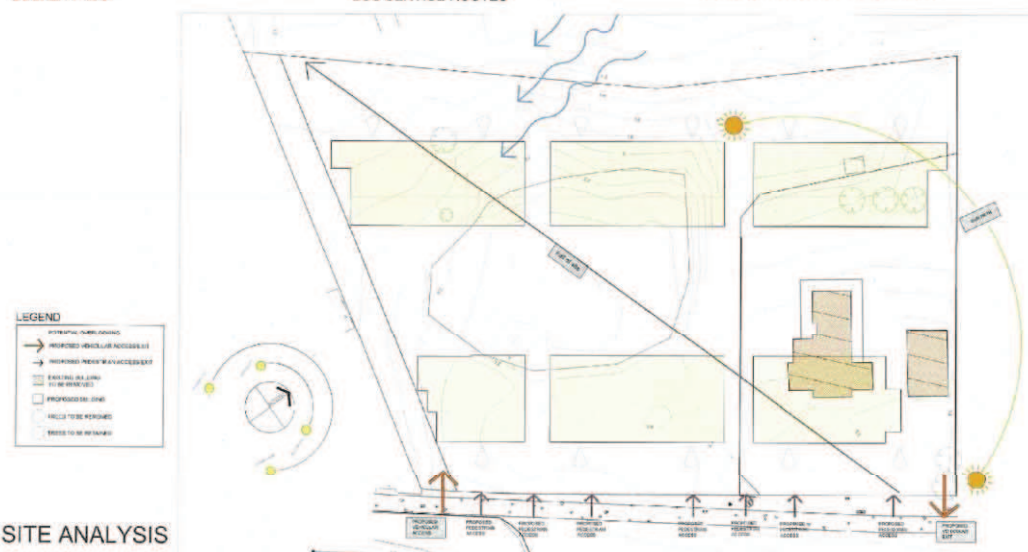
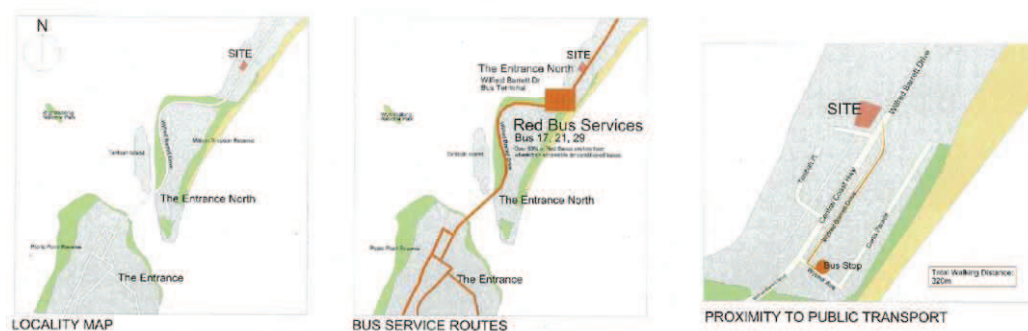
Flooding

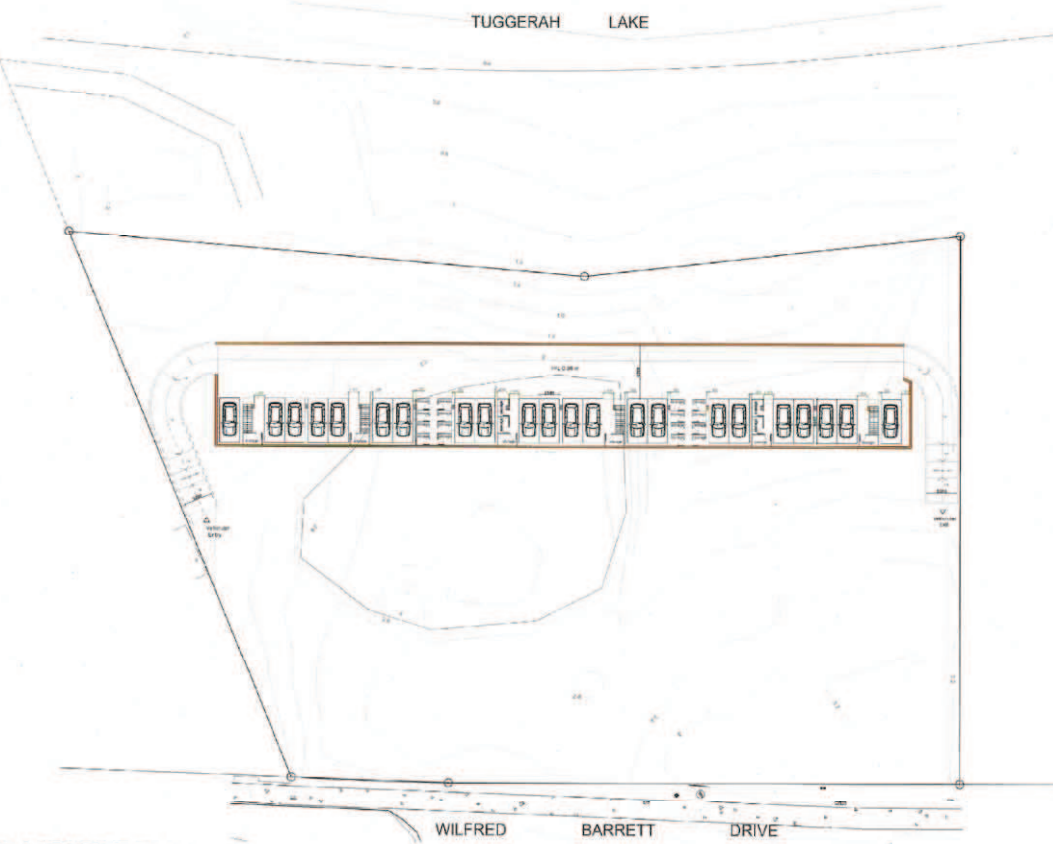
- 110 All ongoing actions within the Flood Emergency Management Plan must be completed for the life of the development.

SCHEDULE OF CONTRIBUTIONS

Shire Wide Regional Open Space	\$4,863.90
Shire Wide Performing Arts Centre & Public Art	\$11,259.50
Shire Wide Administration	\$2,160.20
The Entrance/Long Jetty Open Space Land	\$11,208.95
The Entrance/Long Jetty Open Space Works	\$66,435.65
The Entrance Community Facilities Land	\$52,746.35
The Entrance Community Facilities Works	\$68,477.85
The Entrance/Long Jetty Roads	\$214,866.10



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BASEMENT PLAN

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NOTES:

1. CONSULT THE DESIGNER FOR ANY SPECIFIC REQUIREMENTS.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/01/17
2	REVISED	10/01/17
3	REVISED	10/01/17

DATA REQUIREMENTS

Water

- all floor levels to be 100mm above the 1% ARI (1% ARI) level
- all floor levels to be 100mm above the 1% ARI (1% ARI) level
- all floor levels to be 100mm above the 1% ARI (1% ARI) level
- all floor levels to be 100mm above the 1% ARI (1% ARI) level
- all floor levels to be 100mm above the 1% ARI (1% ARI) level

Drainage

- all floor levels to be 100mm above the 1% ARI (1% ARI) level
- all floor levels to be 100mm above the 1% ARI (1% ARI) level
- all floor levels to be 100mm above the 1% ARI (1% ARI) level
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- all floor levels to be 100mm above the 1% ARI (1% ARI) level

Architects

DA03







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deeded to any person without prior written consent of the donor.

NOTES:

1. DO NOT SCALE THE DRAWING. READ ALL DIMENSIONS SHOWN.
2. THE CONCRETE FOR SHALL BE 4,000 PSI AND 4" MIN. THICKNESS OVER REINFORCING. REINFORCING SHALL BE 1/2" DIA. STEEL BARS IN 12" ON CENTER.
3. THE CONCRETE SHALL COMPLY WITH ALL RELEVANT AUSTRIAN STANDARDS.
4. THE CONTRACTOR SHALL COMPLY WITH THE RELEVANT CODES OF AUSTRIA. IN ADDITION, PLEASE NOTE THAT GROUND LEVEL MAY VARY DUE TO SITE CONDITIONS.

DATE	ACCOUNTS	AMOUNT
A	DEVELOPMENT APPLICATION	1000000
B	DEVELOPMENT FEE	1000000
C	DEVELOPMENT	1000000

BASIC REQUIREMENTS

- all showerheads to be 1.5 GPM (vs but ≤ 4 GPM)
- all toilet flushing systems to be 1.6 GPM
- all kitchen & bathroom taps to be 1.5 GPM
- all clothes washers to be 2.2 GPM
- certain water tanks to be connected to aerators & ballcocks, each tank maximum 40 GPM
- all common area taps to be 1.5 GPM

- energy
 - all for water system to be solar (electric boosted) lower than 15 kWh
 - all bath rooms to have shower unit, heated to 40°C at 60°C operation and unit linked to light
 - all kitchen & laundry to have electric fan, ducted to outside at roof, manual switch off
 - all kitchen, bathroom, laundry, hallway must have artificial lighting
 - all living areas to have heating & cooling systems at least one zone (room) 2.5 star (new rating)
 - all units to have refrigerator 1 star (new rating)
 - all well water filter, water spine
 - all units to have clothes drying & clothes oven
 - all units to have clothes washer 2.5 star
 - all units to have dishwasher 1.5 star



DATE	10/20/20	On 201
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Project	NY 16 Bridges, East of Queens Lower Manhattan Bridge	DA06
City		
State	Albany, New York	
Year	2011-12	
Author	NY 16 Bridges, East of Queens Lower Manhattan Bridge	
Editor	NY 16 Bridges, East of Queens Lower Manhattan Bridge	

GROUND FLOOR



FIRST FLOOR

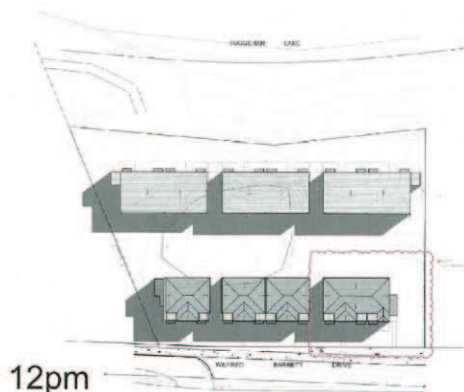
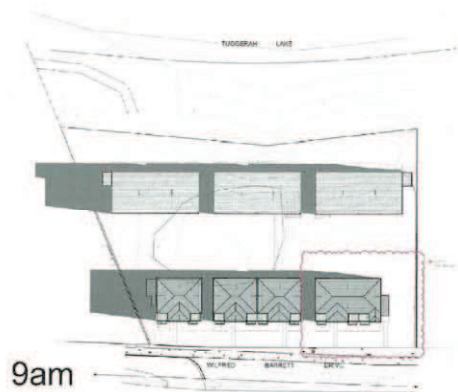


WINDOW SCHEDULE

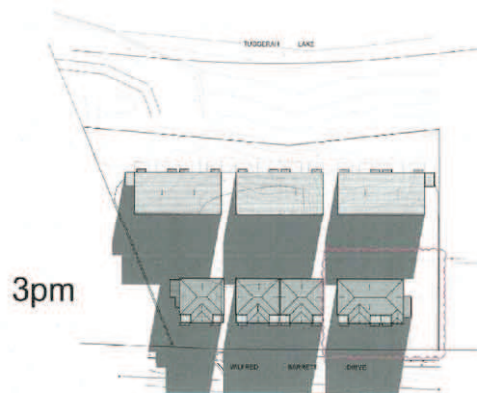
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UNIT TYPES

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SOLAR ACCESS ANALYSIS					
UNIT NO	Shade access on 21 Jun No. hrs between 8am-5pm	Achieved minimum Shs No. hrs between 8am-5pm	UNIT NO	Shade access on 21 Jun No. hrs between 8am-5pm	Achieved minimum Shs No. hrs between 8am-5pm
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SHADOW ANALYSIS June 21 (winter solstice)

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- PLEASE NOTE THAT DIMENSIONS ARE APPROXIMATE.

1. SITE ADDRESS	2. DATE
3. PROJECT NAME	4. DRAWN BY
5. CHECKED BY	6. DATE

first floor plan

ground floor plan

FIGURE C

FIGURE D

FIGURE E

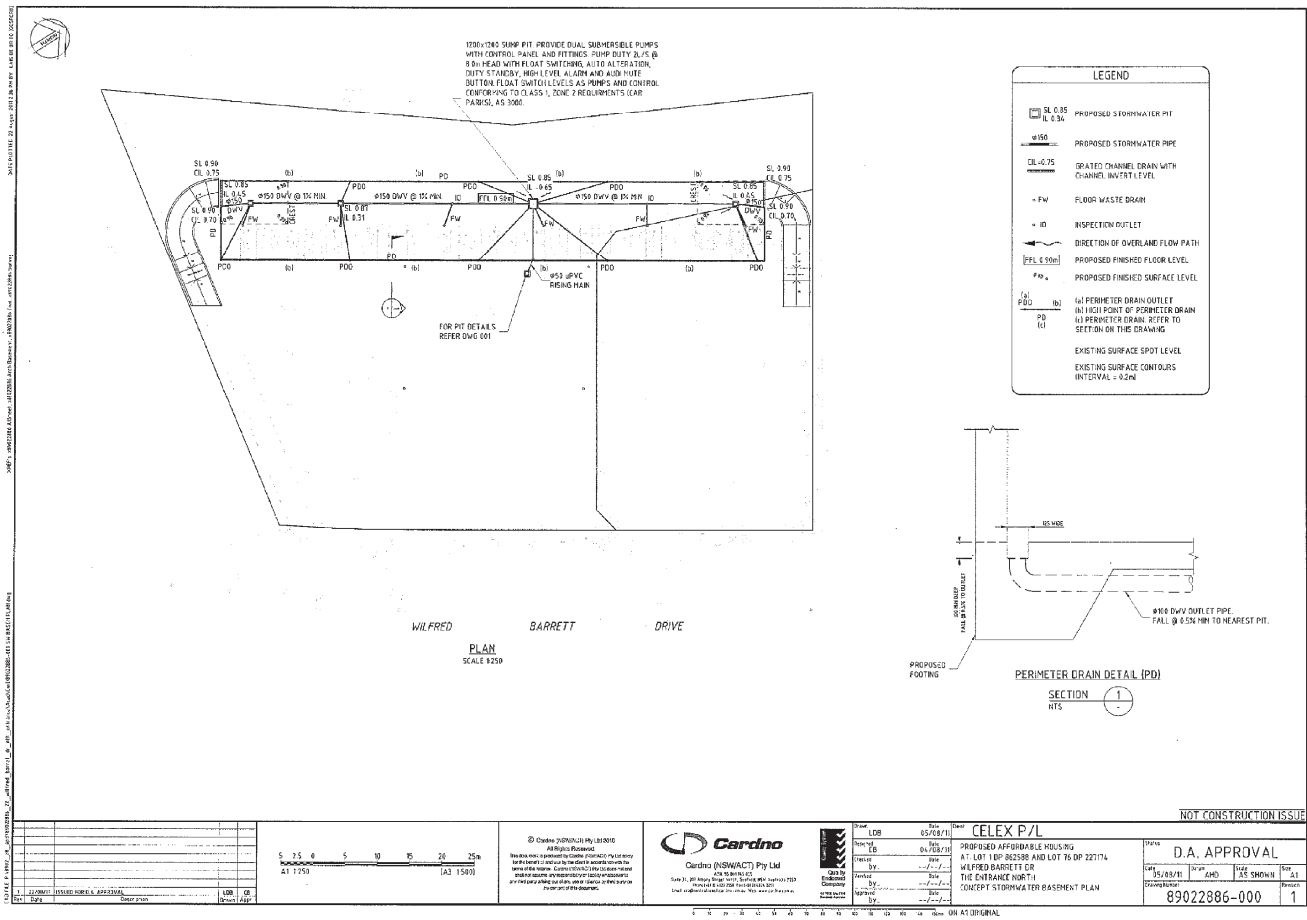
architects

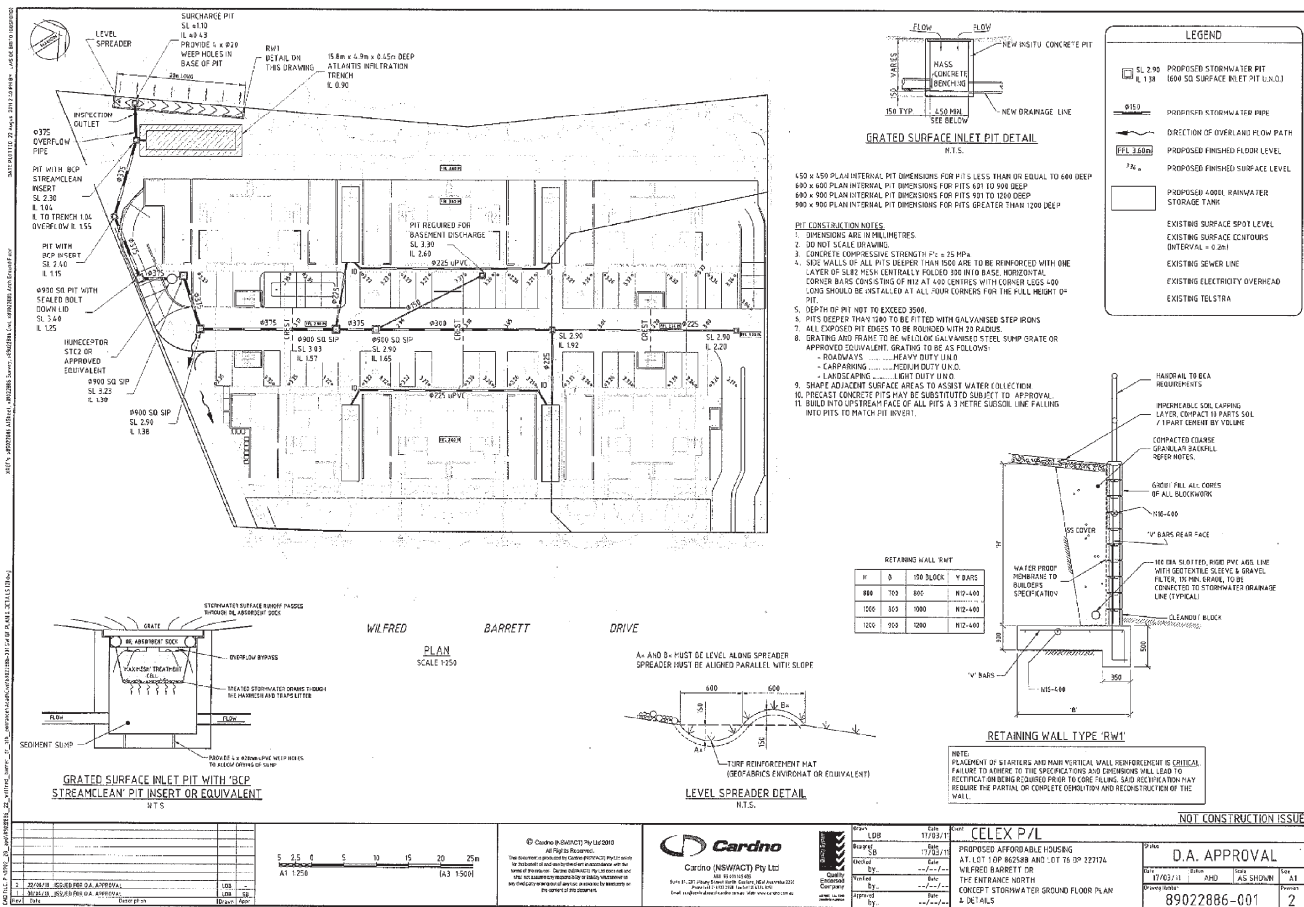
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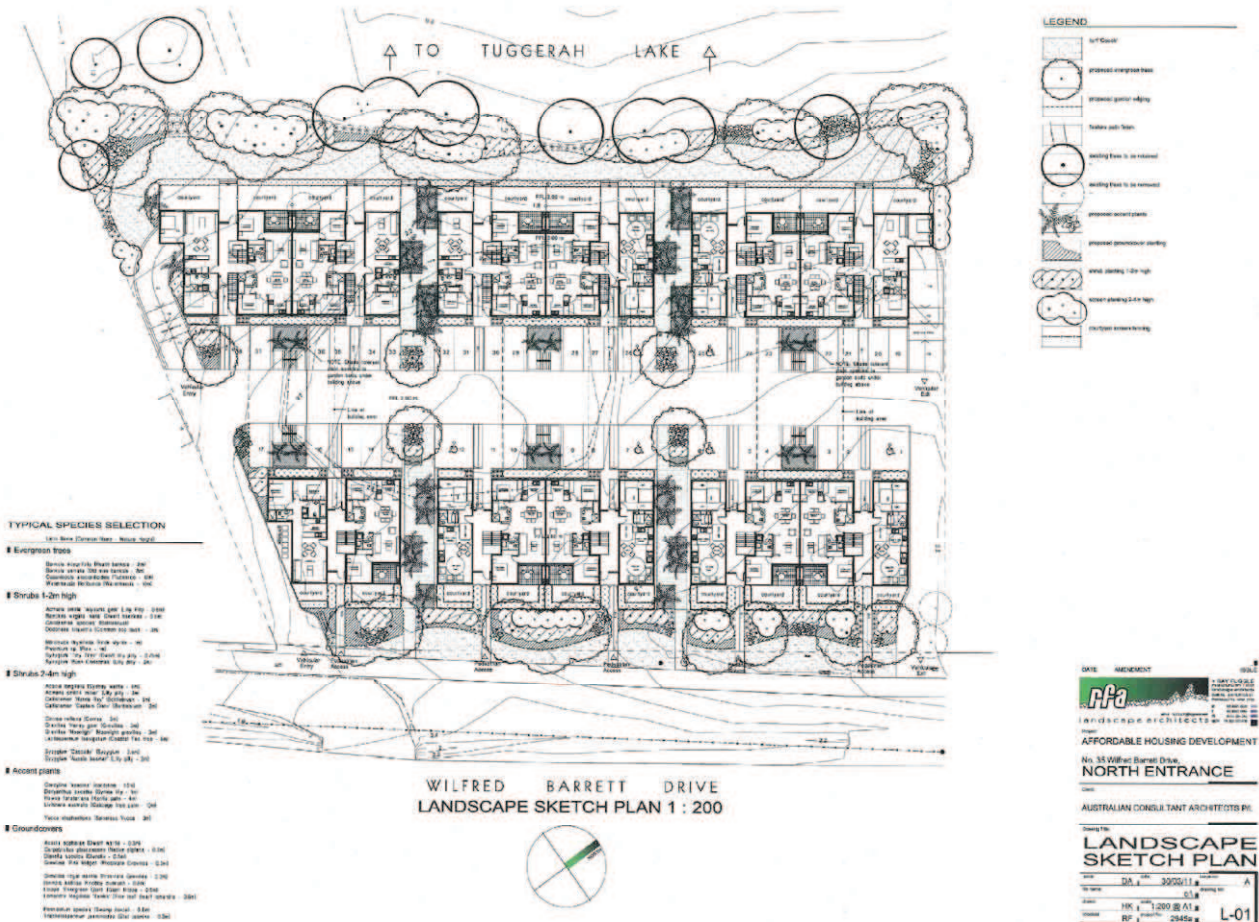


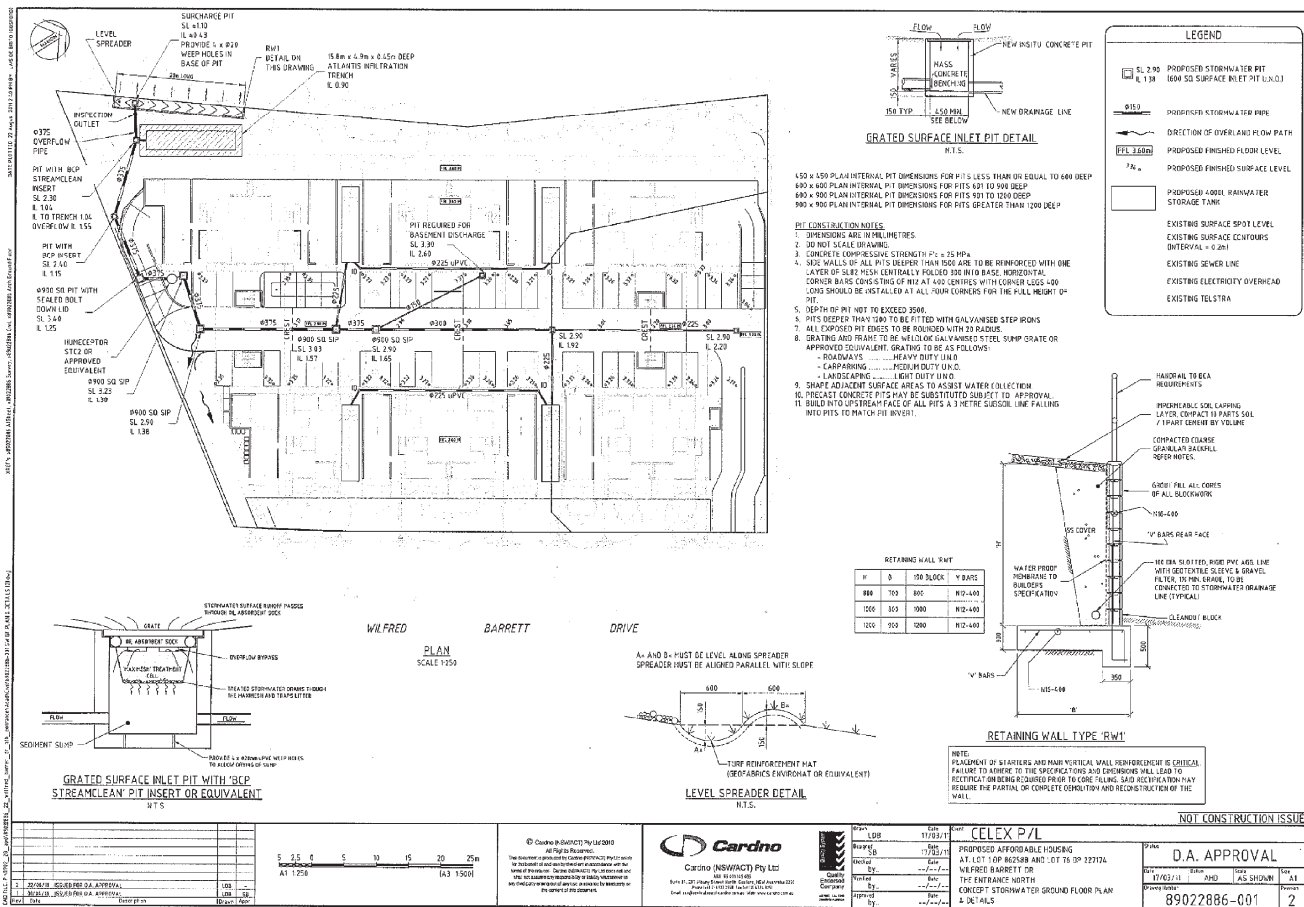




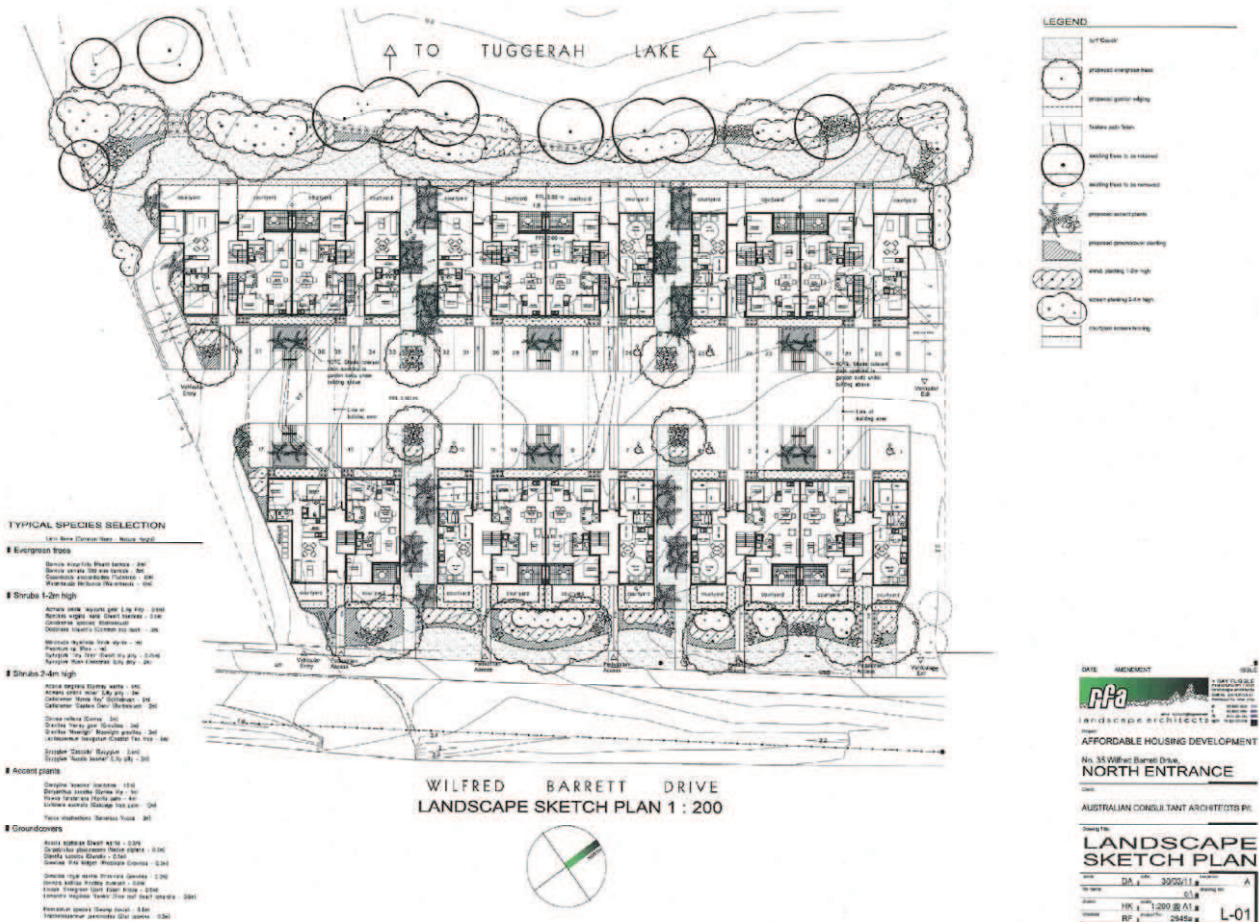














Office
of Water

Contact: Michelle Milford
Phone: 02 4904 2613
Fax: 02 4904 2503
Email: michelle.milford@water.nsw.gov.au

Our ref: 20 ERM2011/0500

Your ref: 308/2011

The General Manager
Wyong Shire Council
PO Box 20
Wyong NSW 2259

Attention: Jenny Webb

7 September 2011

Dear Ms Webb

**Re: Integrated Development Referral – General Terms of Approval
DA 308/2011 Residential flat building, 53 units,
35-41 Wilfred Barrett Drive, The Entrance North. (Lot 1 DP 8625588 and Lot 76 DP
227174)**

I refer to your letter dated 30 August 2011 regarding the above Integrated Development Application (DA). Attached, please find the NSW Office of Water's General Terms of Approval (GTA) for 'works' requiring a Controlled Activity Approval under the *Water Management Act 2000* (WMA).

Please note Council's statutory obligations under section 91A(3) of the *Environmental Planning and Assessment Act, 1979* (EPAA) which requires a consent, granted by a consent authority, to be consistent with the GTA proposed to be granted by the approval body.

If the proposed development is approved by Council, the NSW Office of Water requests that these GTA be included (in their entirety) in Council's development consent. Please also note the following:

- The NSW Office of Water should be notified if any plans or documents are amended and these amendments significantly change the proposed development or result in additional 'works' on waterfront land (ie in or within 40 metres from top of highest bank of a watercourse, foreshore, or lake). Once notified, the NSW Office of Water will ascertain if the amended plans require review or variation/s to the GTA. This requirement applies even if the proposed 'works' are part of Council's proposed consent conditions and the 'works' do not appear in the original documentation.
- The NSW Office of Water should be notified if Council receives an application to modify the consent conditions. **Failure to notify may render the consent invalid.**
- The NSW Office of Water requests notification of any legal challenge to the consent.

Under Section 91A(6) of the EPAA, Council must provide the NSW Office of Water with a copy of any determination/s including refusals.

As a controlled activity (ie the 'works') cannot commence before the applicant applies for and obtains a Controlled Activity Approval, the NSW Office of Water recommends that the following condition be included in the development consent:

"The Construction Certificate will not be issued over any part of the site requiring a Controlled Activity Approval until a copy of the Approval has been provided to Council".

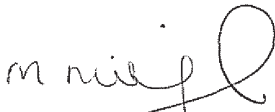
The attached GTA are not the Controlled Activity Approval. The applicant must apply (to the NSW Office of Water) for a Controlled Activity Approval **after consent** has been issued by Council **and before** the commencement of any 'works' on waterfront land.

Finalisation of a Controlled Activity Approval can take up to 8 weeks from the date the NSW Office of Water receives all documentation (to its satisfaction). Applicants must complete and submit (to the undersigned) an application form together with any required plans, documents, the appropriate fee and security (ie bond, if applicable) and proof of Council's development consent.

Application forms for the Controlled Activity Approval are available from the undersigned or from the NSW Office of Water's website.

The NSW Office of Water requests that Council provide a copy of this letter to the applicant.

Yours Sincerely



Per Algis Sutas
Senior Licensing Officer
NSW Office of Water - Gosford



**Office
of Water**

General Terms of Approval – for works requiring a Controlled Activity Approval under the Water Management Act 2000

Our Reference	20 ERM2011/0500	File No:	
Site Address	35-41 Wilfred Barrett Drive, The Entrance North. Lot 1 DP 8625588 and Lot 76 DP 227174		
DA Number	308/2011		
LGA	Wyong Shire Council		
Number	Condition		
Plans, standards and guidelines			
1	<p>These General Terms of Approval (GTA) only apply to the controlled activities described in the plans and associated documentation relating to 308/2011 and provided by Council:</p> <p>(i) Concept Stormwater Ground Floor Plan & Details, drawn by Cardno (NSW/ACT) Pty Ltd, dated 22 August 2011, Drawing No 89022886-001, Rev 2.</p> <p>Any amendments or modifications to the proposed controlled activities may render these GTA invalid. If the proposed controlled activities are amended or modified the NSW Office of Water must be notified to determine if any variations to these GTA will be required.</p>		
2	<p>Prior to the commencement of any controlled activity (works) on waterfront land, the consent holder must obtain a Controlled Activity Approval (CAA) under the Water Management Act from the NSW Office of Water. Waterfront land for the purposes of this DA is land and material in or within 40 metres of the top of the bank or shore of the estuary identified.</p>		
3	<p>The consent holder must prepare or commission the preparation of:</p> <p>(i) Vegetation Management Plan</p> <p>(ii) Erosion and Sediment Control Plan</p>		
4	<p>All plans must be prepared by a suitably qualified person and submitted to the NSW Office of Water for approval prior to any controlled activity commencing. The following plans must be prepared in accordance with the NSW Office of Water's guidelines located at www.water.nsw.gov.au/Water-Licensing/Approvals</p> <p>(i) Vegetation Management Plans</p> <p>(ii) Laying pipes and cables in watercourses</p> <p>(iii) Riparian Corridors</p> <p>(iv) In-stream works</p> <p>(v) Outlet structures</p> <p>(vi) Watercourse crossings</p>		
5	<p>The consent holder must (i) carry out any controlled activity in accordance with approved plans and (ii) construct and/or implement any controlled activity by or under the direct supervision of a suitably qualified professional and (iii) when required, provide a certificate of completion to the NSW Office of Water.</p>		
Rehabilitation and maintenance			

www.water.nsw.gov.au

Level 3, 26 Honeysuckle Drive, NEWCASTLE | PO Box 2213, DANGAR NSW 2309 |

Our Reference	20 ERM2011/0500	File No:	
Site Address	35-41 Wilfred Barrett Drive, The Entrance North. Lot 1 DP 8625588 and Lot 76 DP 227174		
DA Number	308/2011		
LGA	Wyong Shire Council		
Number	Condition		
6	The consent holder must carry out a maintenance period of two (2) years after practical completion of all controlled activities, rehabilitation and vegetation management in accordance with a plan approved by the NSW Office of Water.		
7	The consent holder must reinstate waterfront land affected by the carrying out of any controlled activity in accordance with a plan or design approved by the NSW Office of Water.		
Reporting requirements			
8	The consent holder must use a suitably qualified person to monitor the progress, completion, performance of works, rehabilitation and maintenance and report to the NSW Office of Water as required.		
Security deposits			
9	The consent holder may be required to provide a security deposit (bank guarantee or cash bond) - equal to the sum of the cost of complying with the obligations under any approval - to the NSW Office of Water as and when required.		
Access-ways			
10	The consent holder must not locate ramps, stairs, access ways, cycle paths, pedestrian paths or any other non-vehicular form of access way in a riparian corridor other than in accordance with a plan approved by the NSW Office of Water.		
Disposal			
11	The consent holder must ensure that no materials or cleared vegetation that may (i) obstruct flow, (ii) wash into the water body, or (iii) cause damage to river banks; are left on waterfront land other than in accordance with a plan approved by the NSW Office of Water.		
Drainage and Stormwater			
12	The consent holder is to ensure that all drainage works (i) capture and convey runoffs, discharges and flood flows to low flow water level in accordance with a plan approved by the NSW Office of Water; and (ii) do not obstruct the flow of water other than in accordance with a plan approved by the NSW Office of Water.		
13	The consent holder must stabilise drain discharge points to prevent erosion in accordance with a plan approved by the NSW Office of Water.		
Erosion control			
14	The consent holder must establish all erosion and sediment control works and water diversion structures in accordance with a plan approved by the NSW Office of Water. These works and structures must be inspected and maintained throughout the working period and must not be removed until the site has been fully stabilised.		
Excavation			
15	The consent holder must ensure that no excavation is undertaken on waterfront land other than in accordance with a plan approved by the NSW Office of Water.		
16	The consent holder must ensure that any excavation does not result in (i) diversion of any estuary (ii) bed or bank instability or (iii) damage to native vegetation within the area where a controlled activity		

Our Reference		20 ERM2011/0500	File No:	
Site Address		35-41 Wilfred Barrett Drive, The Entrance North. Lot 1 DP 8625588 and Lot 76 DP 227174		
DA Number		308/2011		
LGA		Wyong Shire Council		
Number	Condition			
	has been authorised, other than in accordance with a plan approved by the NSW Office of Water.			
River bed and bank protection				
17	The consent holder must establish a riparian corridor along the Tuggerah Lake in accordance with a plan approved by the NSW Office of Water.			
END OF CONDITIONS				

Appendix D – SEPP (Affordable Rental Housing) 2009 Savings and Transitional Provisions**State Environmental Planning Policy (Affordable Rental Housing) 2009**

Current version for 6 January 2012 to date (accessed 2 April 2012 at 14:32)

[Part 4](#) Clause 54A

<< page >>

54A Savings and transitional provisions—2011 amendment

- (1) Division 1 of Part 2, as in force before its amendment by *State Environmental Planning Policy Amendment (Affordable Rental Housing) 2011* (the **amending SEPP**), continues to apply to development, if:
 - (a) the land on which the development is situated is owned by the Land and Housing Corporation and was owned by that Corporation immediately before the amendment, and
 - (b) the development is commenced not later than 2 years after the amendment.
- (2) If a development application (an **existing application**) has been made before the commencement of the amending SEPP in relation to development to which this SEPP applied before that commencement, the application may be determined as if the amending SEPP had not been made.
- (3) If an existing application relates to development to which Division 1 or 3 of Part 2 applied, the consent authority must not consent to the development unless it has taken into consideration whether the design of the development is compatible with the character of the local area.
- (4) Despite subclause (2), clause 13 (2) (as in force before the amendments made by the amending SEPP) does not apply to development the subject of an existing application and any such application is to be determined by applying instead clause 13 (2) and (3) as inserted by the amending SEPP.

Appendix E – SEPP(Affordable Rental Housing) 2009, Part 2 Division 1 In-fill Affordable Housing

(Prior to 2011 Amendment. See Report for relevant provisions of Amendment 2011)

Cl.	Dev't Standard	Requirement	Proposal	Yes/No
10	Land to which Division applies	<p>Within any of the following land use zones or zone that is equivalent, but only if development for the purposes of dwelling houses, multi-dwelling housing or residential flat buildings is permissible within the zone:</p> <p>R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential.</p> <p>All or part of the development site is to be within: 800 metres walking distance of a railway station or a wharf (ferry service), or 400 metres walking distance of a light rail station, or 400 metres walking distance of a bus stop used by a regular bus service that has at least one bus per hour servicing the bus stop between 06.00 and 18.00 each day from Monday to Friday (both days inclusive).</p>	<p>Site is zoned 2(a), which is an equivalent zone to R2 Low Density Residential and permits dwelling houses.</p> <p>A bus stop is located on Wilfred Barrett Drive, approximately 45 metres to the south of the site. Buses are run by the Red Bus Company with one bus per hour servicing the bus stop between 6am and 6pm Monday to Friday. Bus timetables and maps are included in Appendix F</p>	<p>Yes</p> <p>Yes</p>
11	Development to which Division applies	<p>Development for the purposes of dual occupancies, multi dwelling housing or residential flat buildings where at least 50% of the dwellings in the proposed development will be used for affordable housing, but only if:</p> <p>(i) the development does not result in a building on the land with a building height of more than 8.5 metres, and</p> <p>(ii) in the case of development for the purposes of a residential flat building—residential flat buildings are not permissible on the land otherwise than because of this Policy.</p>	<p>The development proposes a residential flat building with 50% of the dwellings being for affordable housing.</p> <p>Maximum height of 8.5 m is proposed.</p> <p>Residential flat buildings are not permissible in the 2(a) zone under WLEP 1991 and therefore this division applies.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
12	Development may be carried out with consent	Development to which this Division applies may be carried out with consent.	The proposal is permissible with consent, despite the prohibition under WLEP 1991.	Yes
13	Residential flat buildings where such buildings permissible	Not Applicable	See above.	N/A
14	Standards	A consent authority must not refuse		

Cl.	Dev't Standard	Requirement	Proposal	Yes/No
	that cannot be used to refuse consent	<p>consent to on any of the following grounds:</p> <p>density and scale If the density and scale of the buildings when expressed as a floor space ratio are not more than the higher of: (i) the existing maximum floor space ratio for any form of residential accommodation permitted on the land on which it is proposed to carry out the development, or (ii) 0.75:1, and</p> <p>site area if the site area on which it is proposed to carry out the development is at least 450 square metres,</p> <p>landscaped area (i) in the case of a development application made by a social housing provider—at least 35 square metres of landscaped area per dwelling is provided, or (ii) in any other case—at least 30 per cent of the site area is to be landscaped,</p> <p>deep soil zones if, in relation to that part of the site area (being the site, not only of that particular development, but also of any other associated development to which this Policy applies) that is not built on, paved or otherwise sealed: (i) there is soil of a sufficient depth to support the growth of trees and shrubs on an area of not less than 15 per cent of the site area (the deep soil zone), and (ii) each area forming part of the deep soil zone has a minimum dimension of 3 metres, and (iii) if practicable, at least two-thirds of the deep soil zone is located at the rear of the site area,</p> <p>solar access if living rooms and private open spaces for a minimum of 70 per cent of the dwellings of the development receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter.</p>	<p>FSR for 2(a) zone is 0.5:1. The proposed development has a FSR of 0.5:1 and therefore complies with (i) and (ii). <i>*Note FSR provisions overridden by amendments to SEPP. Refer to report.</i></p> <p>Site area is 6266 m².</p> <p>N/A</p> <p>1879.8m² of landscaped area is required based on 30% of the site area. 1999m² of landscaped area is proposed.</p> <p>940m² of deep soil zone required.</p> <p>>1150m² provided, with 75% being located at the rear of the site.</p> <p>33 (or 78%) dwellings achieve 3 hours direct sunlight between 9am and 3pm in mid-winter.</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

Cl.	Dev't Standard	Requirement	Proposal	Yes/No
		<p>General A consent authority must not refuse consent to development to which this Division applies on any of the following grounds:</p> <p>(a) parking if: (i) in the case of a development application made by a social housing provider—at least 1 car space is provided for each 5 dwellings, or (ii) in any other case—at least 0.5 car spaces are provided for each dwelling,</p> <p>(b) dwelling size if each dwelling has a gross floor area of at least: (i) 35 square metres in the case of a bedsitter or studio, or (ii) 50 square metres in the case of a dwelling having 1 bedroom, or (iii) 70 square metres in the case of a dwelling having 2 bedrooms, or (iv) 95 square metres in the case of a dwelling having 3 or more bedrooms.</p>	<p>27 spaces required. 57 spaces proposed.</p> <p>1 bedroom units = 59.5m² 2 bedroom units = 72m² to 77.6m².</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
15	Design requirements	must not consent to development to which this Division applies unless it has taken into consideration the provisions of the Seniors Living Policy: Urban Design Guidelines for Infill Development, to the extent that those provisions are consistent with this Policy.	See Appendix G	
16	Continued application of SEPP 65	Nothing in this Policy affects the application of State Environmental Planning Policy No 65—Design Quality of Residential Flat Development to any development to which this Division applies.	N/A as the development is only 2 storeys in height.	N/A
17	Must be used for affordable housing for 10 years	<p>A consent authority must not consent to development to which this Division applies unless conditions are imposed by the consent authority to the effect that:</p> <p>(a) for 10 years from the date of the issue of the occupation certificate: (i) the dwellings proposed to be used for the purposes of affordable housing will be used for the purposes of affordable housing, and (ii) all accommodation that is used for affordable housing will be managed by a registered community housing provider, and (b) a restriction will be registered,</p>	Conditions can be imposed, should consent be granted. The Application included a letter of support from a registered housing provider.	Yes

Cl.	Dev't Standard	Requirement	Proposal	Yes/No
		before the date of the issue of the occupation certificate, against the title of the property on which development is to be carried out, in accordance with section 88E of the Conveyancing Act 1919, that will ensure that the requirements of paragraph (a) are met.		
18	Subdivision	Land on which development has been carried out under this Division may be subdivided with the consent of the consent authority.	The development application does not propose subdivision.	N/A


**The Entrance Rd
Corridor**
The Entrance to Gosford
via Bay Village, Bateau Bay, Wamberal & Erina Fair

Red BUS SERVICES
Monday to Friday

map ref	Route	21	21	17	18	21	18	17	18	21	18	21	19	18	22
		am	am	am	am	am	am	am	am	am	am	am	am	am	am
A	North Entrance	4.01	4.36	5.10	....	5.36	....	5.57	....	6.05	....	6.32	....	....	....
B	The Entrance (Torrens Av)	4.06	4.41	5.15	....	5.41	....	6.02	....	6.10	....	6.37	....	....	6.37
C	Central Coast Hwy & Pacific St	4.09	4.45	5.19	....	5.45	....	6.06	....	6.14	....	6.41	....	....	6.43
D	Stella St & Bay Rd	....	....	....	....	....	....	....	....	....	....	....	G	....	....
E	Wyong Rd & South St	....	....	....	5.15	....	5.45	....	6.02	....	6.14	....	6.35	6.41	6.50
F	Bay Village	....	....	(5.23)	M5.11	....	M5.41	(6.10)	M5.58	....	M6.10	....	6.40	M6.37	7.00
G	Eastern Rd & Sherry St	....	....	....	5.19	....	5.49	....	6.06	....	6.18	....	6.46	6.45	....
H	The Entrance Rd & Rays Rd	....	....	5.24	....	....	....	6.11	....	....	....	....	....	....	7.04
I	Grandview Rd & Shelly Beach Rd	4.13	4.49	....	....	5.49	....	....	....	6.18	....	6.45	....	....	....
J	Bateau Bay Rd & Harbour St	4.16	4.52	....	....	5.52	....	....	....	6.21	....	6.48	....	....	....
K	Coleridge Rd	4.19	4.55	5.25	5.25	5.55	5.55	6.12	6.12	6.24	6.24	6.51	6.53	6.51	7.06
L	Pitt Rd	4.23	4.59	5.29	5.29	5.59	5.59	6.16	6.16	6.28	6.28	6.56	6.58	6.56	7.11
M	Ocean View Dr & Old Gosford Rd	....	....	....	....	....	....	....	....	....	....	....	....	....	7.14
N	Erina Fair	....	....	....	....	....	....	....	....	....	....	....	7.11	....	7.27
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	4.35	5.11	5.41	5.41	6.11	6.11	6.28	6.28	6.41	6.41	7.11	7.21	7.11	7.37
V	Gosford Station	4.43	5.19	5.51	5.51	6.21	6.21	6.38	6.38	6.51	6.51	7.21	7.31	7.21	7.47
	<i>Train to Sydney departs</i>	4.48	5.25	5.57	5.57	6.27	6.27	N6.44	N6.44	6.57	6.57	7.27	7.35	7.27	7.57
	<i>Train to Newcastle departs</i>	5.18	....	6.16	6.16	6.38	6.38	6.43	6.43	7.00	7.00	7.36	7.36	7.36	....

Monday to Friday (cont...)

map ref	Route	19	21	18	23	22	21	19	23	21	23	22	19	23	21
		am	am	am	am	am	am	am	am	am	am	am	am	am	am
A	North Entrance	....	7.05	....	....	....	7.35	....	....	8.13	....	....	....	....	9.13
B	The Entrance (Torrens Av)	....	7.10	7.20	7.23	7.27	7.40	....	8.03	8.18	8.23	8.27	....	9.03	9.18
C	Central Coast Hwy & Pacific St	....	7.16	7.26	....	7.33	7.46	....	....	8.24	....	8.33	....	....	9.24
D	Stella St & Bay Rd	G	....	....	7.30	....	....	G	8.10	....	8.30	....	G	9.10	....
E	Wyong Rd & South St	6.55	....	7.32	....	7.40	....	7.55	....	....	....	8.40	8.55	....	....
F	Bay Village	7.00	7.22	....	7.40	7.50	7.52	8.00	8.20	8.30	8.40	8.50	9.00	9.20	9.30
G	Eastern Rd & Sherry St	7.06	....	7.36	7.46	....	....	8.06	8.26	....	8.46	....	9.06	9.26	....
H	The Entrance Rd & Rays Rd	....	....	....	....	7.54	....	....	....	....	....	8.54	....	....	....
I	Grandview Rd & Shelly Beach Rd	....	7.27	....	....	....	7.57	....	....	8.35	....	....	....	....	B
J	Bateau Bay Rd & Harbour St	....	7.31	....	....	....	8.01	....	....	8.39	....	....	....	....	9.36
K	Coleridge Rd	7.13	7.34	7.43	7.53	7.56	8.04	8.13	8.33	8.42	8.53	8.56	9.13	9.33	9.39
L	Pitt Rd	7.18	7.39	7.48	7.58	8.01	8.09	8.18	8.38	8.47	8.58	9.01	9.18	9.38	9.44
M	Ocean View Dr & Old Gosford Rd	....	....	....	....	8.04	....	....	....	....	....	9.04	....	....	....
N	Erina Fair	7.31	7.52	....	8.11	8.17	8.22	8.31	8.51	9.00	9.11	9.17	9.31	9.51	9.57
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	7.41	8.02	8.08	8.21	8.27	8.32	8.41	9.01	9.10	9.21	9.27	9.41	10.01	10.07
V	Gosford Station	7.51	8.12	8.15	8.31	8.37	8.42	8.51	9.11	9.20	9.31	9.37	9.51	10.11	10.17
	<i>Train to Sydney departs</i>	7.57	8.20	8.20	8.58	8.58	8.58	8.58	9.16	9.43	9.43	9.43	10.06	....	10.43
	<i>Train to Newcastle departs</i>	....	....	....	8.51	8.51	8.51	....	....	9.38	9.38	....	....	10.37	10.37





The Entrance Rd Corridor

The Entrance to Gosford

via Bay Village, Bateau Bay, Wamberal & Erina Fair

Red Bus Services

Monday to Friday (cont...)

map ref	Route	22	19	23	21	22	19	23	21	22	19	21	23	21	22
		am	am	am	am	am	am	am	am	am	am	am	am	pm	pm
A	North Entrance	....	....	....	10.13	....	....	....	11.13	....	....	....	....	12.08	....
B	The Entrance (Torrens Av)	9.27	....	10.03	10.18	10.27	....	11.03	11.18	11.27	....	....	11.50	12.13	12.27
C	Central Coast Hwy & Pacific St	9.33	....	....	10.24	10.33	....	....	11.24	11.33	....	....	....	12.19	12.33
D	Stella St & Bay Rd	....	G	10.10	....	....	G	11.10	....	....	G	....	11.57	....	....
E	Wyong Rd & South St	9.40	9.55	....	....	10.40	10.55	....	....	11.40	11.35	....	....	....	12.40
F	Bay Village	9.50	10.00	10.20	10.30	10.50	11.00	11.20	11.30	11.50	11.40	L11.45	12.07	12.25	12.50
G	Eastern Rd & Sherry St	....	10.06	10.26	....	....	11.06	11.26	....	....	11.46	....	12.13	....	....
H	The Entrance Rd & Rays Rd	9.54	....	....	....	10.54	....	....	....	11.54	....	....	....	....	12.54
I	Grandview Rd & Shelly Beach Rd	....	....	....	10.35	....	....	....	B	....	....	....	....	12.30	....
J	Bateau Bay Rd & Harbour St	....	....	....	10.39	....	....	....	11.36	....	....	11.55	....	12.34	....
K	Coleridge Rd	9.56	10.13	10.33	10.42	10.56	11.13	11.33	11.39	11.56	11.53	11.58	12.20	12.37	12.56
L	Pitt Rd	10.01	10.18	10.38	10.47	11.01	11.18	11.38	11.44	12.01	11.58	....	12.25	12.42	1.01
M	Ocean View Dr & Old Gosford Rd	10.04	....	....	....	11.04	....	....	....	12.04	....	....	....	....	1.04
N	Erina Fair	10.17	10.31	10.51	11.00	11.17	11.31	11.51	11.57	12.17	12.11	....	12.38	12.55	1.17
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	10.27	10.41	11.01	11.10	11.27	11.41	12.01	12.07	12.27	12.21	....	12.48	1.05	1.27
V	Gosford Station	10.37	10.51	11.11	11.20	11.37	11.51	12.11	12.17	12.37	12.31	....	12.58	1.15	1.37
	<i>Train to Sydney departs</i>	10.43	11.06	....	11.43	11.43	12.06	....	....	12.43	12.43	....	1.06	....	1.43
	<i>Train to Newcastle departs</i>	....	....	11.38	11.38	....	....	12.37	12.37	....	12.37	....	....	1.37	....

Monday to Friday (cont...)

map ref	Route	19	23	21	22	19	23	21	22	19	21	19	23	22	23
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	North Entrance	....	....	1.08	....	....	....	2.08	....	....	2.38	....	....	....	....
B	The Entrance (Torrens Av)	....	12.50	1.13	1.27	....	1.50	2.13	2.27	....	2.43	....	3.03	3.18	3.23
C	Central Coast Hwy & Pacific St	....	....	1.19	1.33	....	....	2.19	2.33	....	2.49	....	....	3.24	....
D	Stella St & Bay Rd	G	12.57	....	....	G	1.57	....	....	G	....	G	3.10	....	3.30
E	Wyong Rd & South St	12.35	....	....	1.40	1.35	....	....	2.40	2.35	....	2.55	....	3.31	....
F	Bay Village	12.40	1.07	1.25	1.50	1.40	2.07	2.25	2.50	2.40	2.55	3.00	3.20	3.41	3.40
G	Eastern Rd & Sherry St	12.46	1.13	....	....	1.46	2.13	....	....	2.46	....	3.06	3.26	....	3.46
H	The Entrance Rd & Rays Rd	....	....	....	1.54	....	....	....	2.54	....	....	....	....	3.45	....
I	Grandview Rd & Shelly Beach Rd	....	....	B	....	....	....	2.30	....	....	3.00	....	....	....	....
J	Bateau Bay Rd & Harbour St	....	....	1.31	....	....	....	2.34	....	....	3.04	....	....	....	....
K	Coleridge Rd	12.53	1.20	1.34	1.56	1.53	2.20	2.37	2.56	2.53	3.07	3.13	3.33	3.47	3.53
L	Pitt Rd	12.58	1.25	1.39	2.01	1.58	2.25	2.42	3.01	2.58	3.12	3.18	3.38	3.52	3.58
M	Ocean View Dr & Old Gosford Rd	....	....	....	2.04	....	....	....	3.04	....	....	....	....	3.55	....
N	Erina Fair	1.11	1.38	1.52	2.17	2.11	2.38	2.55	3.17	3.11	3.25	3.31	3.51	4.08	4.11
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	1.21	1.48	2.02	2.27	2.21	2.48	3.05	3.27	3.21	3.35	3.41	4.01	4.18	4.21
V	Gosford Station	1.31	1.58	2.12	2.37	2.31	2.58	3.15	3.37	3.31	3.45	3.51	4.11	4.28	4.31
	<i>Train to Sydney departs</i>	1.43	2.06	....	2.54	2.54	....	3.26	3.57	3.57	3.57	3.57	....	4.43	4.43
	<i>Train to Newcastle departs</i>	1.37	....	2.37	....	2.37	....	3.37	....	3.37	....	....	4.20	4.36	4.36

For explanation of notes used see page 6.

For Route 19 journeys from Wyong please see page 14.



The Entrance Rd Corridor

The Entrance to Gosford

via Bay Village, Bateau Bay, Wamberal & Erina Fair

Red Bus Services

Monday to Friday (cont...)

map ref	Route	21	19	23	22	23	21	19	21	23	22	19	21	23	21
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	North Entrance	3.35	....	....	....	....	4.35	....	5.25	....	....	....	6.03	....	7.06
B	The Entrance (Torrens Av)	3.40	....	4.03	4.18	4.23	4.40	....	5.30	5.23	5.35	....	6.08	6.42	7.11
C	Central Coast Hwy & Pacific St	3.46	....	....	4.24	....	4.46	....	5.36	....	5.41	....	6.14	....	7.17
D	Stella St & Bay Rd	....	G	4.10	....	4.30	....	G	....	5.30	....	G	....	6.49	....
E	Wyong Rd & South St	....	3.55	....	4.31	....	....	4.55	....	....	5.48	5.55	....	....	....
F	Bay Village	3.52	4.00	4.20	4.41	4.40	4.52	5.00	5.42	5.40	5.58	6.00	6.20	6.59	7.23
G	Eastern Rd & Sherry St	....	4.06	4.26	....	4.46	....	5.06	....	5.46	....	6.06	....	7.05	....
H	The Entrance Rd & Rays Rd	....	....	....	4.45	....	....	....	....	....	6.02	....	....	....	....
I	Grandview Rd & Shelly Beach Rd	3.57	....	....	....	....	4.57	....	B	....	....	....	6.25	....	B
J	Bateau Bay Rd & Harbour St	4.01	....	....	....	....	5.01	....	5.48	....	....	....	6.29	....	7.29
K	Coleridge Rd	4.04	4.13	4.33	4.47	4.53	5.04	5.13	5.51	5.53	6.04	6.13	6.32	7.12	7.32
L	Pitt Rd	4.09	4.18	4.38	4.52	4.58	5.09	5.18	5.56	5.58	6.09	6.18	6.37	7.17	7.37
M	Ocean View Dr & Old Gosford Rd	....	....	....	4.55	....	....	....	....	....	6.12	....	....	....	....
N	Erina Fair	4.22	4.31	4.51	5.08	5.11	5.22	5.31	6.09	6.11	6.25	6.31	6.50	7.30	7.50
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	4.32	4.41	5.01	5.18	5.21	5.32	5.41	6.19	6.21	6.35	6.41	7.00	7.40	8.00
V	Gosford Station	4.42	4.51	5.11	5.28	5.31	5.42	5.51	6.29	6.31	6.45	6.51	7.10	7.50	8.10
	Train to Sydney departs	4.52	5.06	....	....	5.43	....	6.06	....	6.43	....	....	7.36	8.13	....
	Train to Newcastle departs	....	5.08	....	5.40	5.43	....	6.09	6.35	6.35	....	7.07	....	....	....

Monday to Friday (cont...)

map ref	Route	22	21	28	21	28
		pm	pm	pm	pm	pm
A	North Entrance	....	8.06	....	9.11	....
B	The Entrance (Torrens Av)	7.30	8.11	8.35	9.16	9.35
C	Central Coast Hwy & Pacific St	7.36	8.17	8.39	9.21	9.39
D	Stella St & Bay Rd	....	....	....	....	....
E	Wyong Rd & South St	7.43	....	8.44	....	9.44
F	Bay Village	7.53	8.23	8.52	9.26	9.52
G	Eastern Rd & Sherry St	....	....	8.57	....	9.57
H	The Entrance Rd & Rays Rd	7.57	....	....	....	....
I	Grandview Rd & Shelly Beach Rd	....	B	....	B	....
J	Bateau Bay Rd & Harbour St	....	8.29	....	9.31	....
K	Coleridge Rd	7.59	8.32	9.03	9.34	10.03
L	Pitt Rd	8.04	8.37	9.08	9.38	10.08
M	Ocean View Dr & Old Gosford Rd	8.07	....	....	....	....
N	Erina Fair	V8.20	8.50	V9.18	9.48	V10.18
P	Wells St & Sherwood Dr	8.26	....	9.25	....	10.25
T	Central Coast Hwy & Adelaide St	8.32	9.00	9.32	9.55	10.32
V	Gosford Station	8.42	9.10	9.38	10.03	10.38
	Train to Sydney departs	8.51	9.22	....	10.08	11.12
	Train to Newcastle departs	....	9.42	....	....	....

Explanations

- B** – All Route 21 buses operate along Bias Av. Those indicated with a **B** travel along Yakalla St between Bias Av and Bay Village.
- BV** – Bus starts at Bay Village.
- G** – Route 19 operates between Wyong and Bay Village as per Route 26 then continues to Gosford as per Route 23.
- L** – Bus diverts from Bias Av into Anne Findlay Pl.
- M** – Bus operates to or from the bus stop outside McDonald's on Central Coast Hwy at Bay Village.
- N** – Train operates to or from North Sydney.
- V** – Bus operates via Springfield between Erina Fair and Gosford.
- X** – Bus operates on Saturday only. This service does not operate on Sunday or Public Holidays.
- ()** – Time shown in brackets is for the bus stop opposite McDonald's on Central Coast Hwy at Bay Village. Bus does not enter Bay Village.
-** – Bus does not operate past this timing point.
- Wheelchair accessible service.

i The Weekend timetable operates on all Public Holidays except Christmas Day. For Christmas Day timetables go to pages 24 and 25.



The Entrance Rd Corridor

The Entrance to Gosford

via Bay Village, Bateau Bay, Wamberal & Erina Fair

Red Bus Services

Weekends & Public Holidays

map ref	Route	21	18	21	23	22	19	21	23	22	19	21	23	22	19	21
		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
A	North Entrance	X4.56	....	5.46	....	....	....	6.39	....	....	....	7.38	....	....	....	8.38
B	The Entrance (Torrens Av)	X5.01	5.18	5.51	6.09	6.14	....	6.44	6.56	7.08	....	7.43	7.56	8.08	....	8.43
C	Central Coast Hwy & Pacific St	X5.05	5.23	5.56	....	6.19	....	6.49	....	7.13	....	7.48	....	8.13	....	8.48
D	Stella St & Bay Rd	....	....	....	6.16	....	....	....	7.03	....	G	....	8.03	....	G	....
E	Wyong Rd & South St	....	5.27	....	....	6.26	BV	....	....	7.20	7.41	....	....	8.20	8.41	....
F	Bay Village	....	....	....	....	....	6.46	6.55	7.13	7.30	7.46	7.54	8.13	8.30	8.46	8.54
G	Eastern Rd & Sherry St	....	5.31	....	6.26	....	6.51	....	7.18	....	7.51	....	8.18	....	8.51	....
H	The Entrance Rd & Rays Rd	....	....	....	....	6.34	....	....	....	7.34	....	....	....	8.34	....	....
I	Grandview Rd & Shelly Beach Rd	X5.09	....	6.03	....	....	....	B	....	....	....	7.59	....	....	....	B
J	Bateau Bay Rd & Harbour St	X5.12	....	6.07	....	....	....	7.01	....	....	....	8.03	....	....	....	9.00
K	Coleridge Rd	X5.15	5.37	6.10	6.33	6.36	6.58	7.04	7.25	7.36	7.58	8.06	8.25	8.36	8.58	9.03
L	Pitt Rd	X5.19	5.41	6.15	6.38	6.41	7.03	7.09	7.30	7.41	8.03	8.11	8.30	8.41	9.03	9.08
M	Ocean View Dr & Old Gosford Rd	....	....	....	....	6.44	....	....	....	7.44	....	....	....	8.44	....	....
N	Erina Fair	....	....	....	....	6.57	7.16	7.22	7.43	7.57	8.16	8.24	8.43	8.57	9.16	9.21
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	X5.34	5.56	6.30	6.53	7.07	7.26	7.32	7.53	8.07	8.26	8.34	8.53	9.07	9.26	9.31
V	Gosford Station	X5.44	6.06	6.40	7.03	7.17	7.36	7.42	8.03	8.17	8.36	8.44	9.03	9.17	9.36	9.41
	<i>Train to Sydney departs</i>	5.49	6.11	6.49	7.11	....	7.49	7.49	8.11	....	8.49	8.49	9.11	....	9.49	9.49
	<i>Train to Newcastle departs</i>	....	6.16	....	7.17	....	....	....	....	....	8.44	....	....	9.36	....	....

Weekends & Public Holidays (cont...)

map ref	Route	23	22	19	21	23	22	19	21	23	22	19	21	23	22	19
		am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm
A	North Entrance	....	....	....	9.38	....	....	....	10.38	....	....	....	11.38	....	....	....
B	The Entrance (Torrens Av)	8.56	9.08	....	9.43	9.56	10.08	....	10.43	10.56	11.08	....	11.43	11.56	12.08	....
C	Central Coast Hwy & Pacific St	....	9.13	....	9.48	....	10.13	....	10.48	....	11.13	....	11.48	....	12.13	....
D	Stella St & Bay Rd	9.03	....	G	....	10.03	....	G	....	11.03	....	G	....	12.03	....	G
E	Wyong Rd & South St	....	9.20	9.41	....	....	10.20	10.41	....	....	11.20	11.41	....	....	12.20	12.41
F	Bay Village	9.13	9.30	9.46	9.54	10.13	10.30	10.46	10.54	11.13	11.30	11.46	11.54	12.13	12.30	12.46
G	Eastern Rd & Sherry St	9.18	....	9.51	....	10.18	....	10.51	....	11.18	....	11.51	....	12.18	....	12.51
H	The Entrance Rd & Rays Rd	....	9.34	....	....	....	10.34	....	....	....	11.34	....	....	....	12.34	....
I	Grandview Rd & Shelly Beach Rd	....	....	....	9.59	....	....	....	B	....	....	....	11.59	....	....	....
J	Bateau Bay Rd & Harbour St	....	....	....	10.03	....	....	....	11.00	....	....	....	12.03	....	....	....
K	Coleridge Rd	9.25	9.36	9.58	10.06	10.25	10.36	10.58	11.03	11.25	11.36	11.58	12.06	12.25	12.36	12.58
L	Pitt Rd	9.30	9.41	10.03	10.11	10.30	10.41	11.03	11.08	11.30	11.41	12.03	12.11	12.30	12.41	1.03
M	Ocean View Dr & Old Gosford Rd	....	9.44	....	....	....	10.44	....	....	....	11.44	....	....	....	12.44	....
N	Erina Fair	9.43	9.57	10.16	10.24	10.43	10.57	11.16	11.21	11.43	11.57	12.16	12.24	12.43	12.57	1.16
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	9.53	10.07	10.26	10.34	10.53	11.07	11.26	11.31	11.53	12.07	12.26	12.34	12.53	1.07	1.26
V	Gosford Station	10.03	10.17	10.36	10.44	11.03	11.17	11.36	11.41	12.03	12.17	12.36	12.44	1.03	1.17	1.36
	<i>Train to Sydney departs</i>	10.11	....	10.49	10.49	11.11	....	11.51	11.51	12.11	....	12.49	12.49	1.11	....	1.49
	<i>Train to Newcastle departs</i>	....	10.36	....	....	....	11.36	....	....	....	12.36	....	....	....	1.36	....

i For Weekend & Public Holiday timetables from Gosford to The Entrance go to page 12.



The Entrance Rd Corridor

The Entrance to Gosford

via Bay Village, Bateau Bay, Wamberal & Erina Fair

Red Bus Services

Weekends & Public Holidays (cont...)

map ref	Route															
		21	23	22	19	21	23	22	19	21	23	22	19	21	23	22
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	North Entrance	12.38	....	....	....	1.38	....	....	....	2.38	....	....	....	3.38	....	....
B	The Entrance (Torrens Av)	12.43	12.56	1.08	....	1.43	1.56	2.08	....	2.43	2.56	3.08	....	3.43	3.56	4.08
C	Central Coast Hwy & Pacific St	12.48	....	1.13	....	1.48	....	2.13	....	2.48	....	3.13	....	3.48	....	4.13
D	Stella St & Bay Rd	....	1.03	....	G	....	2.03	....	G	....	3.03	....	G	....	4.03	....
E	Wyong Rd & South St	....	....	1.20	1.41	....	....	2.20	2.41	....	....	3.20	3.41	....	....	4.20
F	Bay Village	12.54	1.13	1.30	1.46	1.54	2.13	2.30	2.46	2.54	3.13	3.30	3.46	3.54	4.13	4.30
G	Eastern Rd & Sherry St	....	1.18	....	1.51	....	2.18	....	2.51	....	3.18	....	3.51	....	4.18	....
H	The Entrance Rd & Rays Rd	....	....	1.34	....	....	....	2.34	....	....	....	3.34	....	....	....	4.34
I	Grandview Rd & Shelly Beach Rd	B	....	....	....	1.59	....	....	....	B	....	....	....	3.59	....	....
J	Bateau Bay Rd & Harbour St	1.00	....	....	....	2.03	....	....	....	3.00	....	....	....	4.03	....	....
K	Coleridge Rd	1.03	1.25	1.36	1.58	2.06	2.25	2.36	2.58	3.03	3.25	3.36	3.58	4.06	4.25	4.36
L	Pitt Rd	1.08	1.30	1.41	2.03	2.11	2.30	2.41	3.03	3.08	3.30	3.41	4.03	4.11	4.30	4.41
M	Ocean View Dr & Old Gosford Rd	....	....	1.44	....	....	....	2.44	....	....	....	3.44	....	....	....	4.44
N	Erina Fair	1.21	1.43	1.57	2.16	2.24	2.43	2.57	3.16	3.21	3.43	3.57	4.16	4.24	4.43	4.57
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T	Central Coast Hwy & Adelaide St	1.31	1.53	2.07	2.26	2.34	2.53	3.07	3.26	3.31	3.53	4.07	4.26	4.34	4.53	5.07
V	Gosford Station	1.41	2.03	2.17	2.36	2.44	3.03	3.17	3.36	3.41	4.03	4.17	4.36	4.44	5.03	5.17
	<i>Train to Sydney departs</i>	1.49	2.11	....	2.49	2.49	....	3.26	3.51	3.51	4.11	....	4.49	4.49	5.11	....
	<i>Train to Newcastle departs</i>	....	....	2.36	....	....	....	3.36	....	....	....	4.36	....	....	....	5.38

Weekends & Public Holidays (cont...)

map ref	Route															
		19	21	23	22	19	21	23	22	21	28	21	28	21	28	
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
A	North Entrance	....	4.38	....	....	....	5.38	....	....	6.38	....	7.38	....	X9.10	....	....
B	The Entrance (Torrens Av)	....	4.43	4.56	5.08	....	5.43	5.56	6.08	6.43	7.06	7.43	8.25	X9.15	X9.55	....
C	Central Coast Hwy & Pacific St	....	4.48	....	5.13	....	5.48	....	6.13	6.48	7.11	7.48	8.30	X9.20	X10.00	....
D	Stella St & Bay Rd	G	....	5.03	....	G	....	6.03	....	....	....	....	....	....	....	....
E	Wyong Rd & South St	4.41	....	....	5.20	5.41	....	....	6.20	....	7.16	....	8.35	....	X10.05	....
F	Bay Village	4.46	4.54	5.13	5.30	5.46	5.54	6.13	6.30	6.54	7.24	7.54	8.43	X9.25	X10.13	....
G	Eastern Rd & Sherry St	4.51	....	5.18	....	5.51	....	6.18	....	....	7.29	....	8.48	....	X10.18	....
H	The Entrance Rd & Rays Rd	....	....	....	5.34	....	....	....	6.34	....	....	....	....	....	....	....
I	Grandview Rd & Shelly Beach Rd	....	B	....	....	....	5.59	....	....	B	....	7.59	....	B	....	....
J	Bateau Bay Rd & Harbour St	....	5.00	....	....	....	6.03	....	....	7.00	....	8.03	....	X9.31	....	....
K	Coleridge Rd	4.58	5.03	5.25	5.36	5.58	6.06	6.25	6.36	7.03	7.35	8.06	8.54	X9.34	X10.24	....
L	Pitt Rd	5.03	5.08	5.30	5.41	6.03	6.11	6.30	6.41	7.08	7.40	8.11	8.59	X9.39	X10.29	....
M	Ocean View Dr & Old Gosford Rd	....	....	....	5.44	....	....	....	6.44	....	....	....	....	....	....	....
N	Erina Fair	5.16	5.21	5.43	5.57	6.16	6.24	6.43	6.57	7.21	V7.50	8.24	V9.09	VX9.51	VX10.39	....
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	7.57	....	9.16	X9.57	X10.43	....
T	Central Coast Hwy & Adelaide St	5.26	5.31	5.53	6.07	6.26	6.34	6.53	7.07	7.31	8.06	8.34	9.24	X10.05	X10.53	....
V	Gosford Station	5.36	5.41	6.03	6.17	6.36	6.44	7.03	7.17	7.41	8.12	8.44	9.30	X10.12	X10.59	....
	<i>Train to Sydney departs</i>	5.49	5.49	6.11	....	6.49	6.49	7.11	....	....	8.19	9.08	9.38	....	11.14	....
	<i>Train to Newcastle departs</i>	....	....	....	6.36	....	....	....	7.36	....	8.36	....	9.42	10.45	11.45	....




**The Entrance Rd
Corridor**
Gosford to The Entrance
via Erina Fair, Wamberal, Bateau Bay & Bay Village

Red Bus Services
Monday to Friday

map ref	Route	17	17	17	18	17	18	21	22	23	19	23	22	21	22
		am	am	am	am	am	am	am	am	am	am	am	am	am	am
	Train from Sydney arrives	....	5.17	5.47	5.47	6.15	6.15	6.33	....	....	....	7.11	7.11	7.33	....
	Train from Newcastle arrives	4.47	....	5.24	5.55	....	....	6.25	6.25	6.55	6.55	7.21	7.21	7.25	....
V	Gosford Station	4.50	5.21	5.55	6.00	6.23	6.25	6.40	6.45	7.00	7.09	7.25	7.28	7.40	SP7.50
T	Central Coast Hwy & Adelaide St	4.54	5.25	5.59	6.05	6.27	6.30	6.47	6.53	7.02	7.17	7.33	7.36	7.48	S8.04
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
N	Erina Fair	....	....	....	....	....	....	6.57	7.05	7.12	7.29	7.45	7.48	8.00	S8.14
M	Ocean View Dr & Old Gosford Rd	....	....	....	....	....	....	....	7.17	....	....	....	8.00	....	S8.31
L	Pitt Rd	5.07	5.38	6.12	6.18	6.40	6.43	7.10	7.20	7.25	7.42	7.58	8.03	8.13	S8.34
K	Coleridge Rd	5.10	5.41	6.15	6.22	6.44	6.48	7.15	7.25	7.30	7.47	8.03	8.08	8.18	S8.39
H	The Entrance Rd & Rays Rd	5.11	5.42	6.16	....	6.45	....	....	7.26	....	....	....	8.09	....	S8.40
J	Bateau Bay Rd & Harbour St	....	....	....	....	....	....	7.18	....	....	....	....	....	8.21	....
I	Grandview Rd & Shelly Beach Rd	....	....	....	....	....	....	B	....	....	....	....	....	8.25	....
G	Eastern Rd & Sherry St	....	....	....	6.28	....	6.54	....	....	7.37	7.54	8.10	....	....	....
F	Bay Village	M5.12	M5.43	6.20	....	M6.46	....	7.24	7.30	7.43	8.00	8.16	8.13	8.30	S8.46
E	Wyong Rd & South St	....	....	....	6.32	....	6.58	....	7.40	....	8.05	....	8.23	....	S8.54
D	Central Coast Hwy & Pacific St	5.16	5.47	6.24	6.37	6.51	7.03	7.30	7.47	....	G	....	8.30	8.36	S9.01
C	Stella St & Bay Rd	....	....	....	....	....	....	....	....	7.52	....	8.25	....	....	....
B	The Entrance (Torrens Av)	5.21	5.52	6.29	6.42	6.56	7.08	7.36	7.53	8.00	....	8.33	8.36	8.42	S9.07
A	North Entrance	5.26	....	6.34	....	7.01	....	7.41	....	....	....	....	....	8.47	....

Monday to Friday (cont...)

map ref	Route	22	19	23	21	21	19	22	23	21	19	22	23	21	19
		am	am	am	am	am	am	am	am	am	am	am	am	am	am
	Train from Sydney arrives	....	....	8.12	....	....	8.42	....	9.13	....	9.37	....	10.12	....	10.36
	Train from Newcastle arrives	7.55	7.55	....	....	8.18	8.42	8.42	9.15	9.15	9.42	....	10.04	....	10.41
V	Gosford Station	H7.59	8.09	8.19	....	8.35	8.49	9.05	9.19	9.35	9.49	10.05	10.19	10.35	10.49
T	Central Coast Hwy & Adelaide St	H8.07	8.17	8.27	....	8.43	8.57	9.13	9.27	9.43	9.57	10.13	10.27	10.43	10.57
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
N	Erina Fair	H8.19	8.29	8.39	....	8.55	9.09	9.25	9.39	9.55	10.09	10.25	10.39	10.55	11.09
M	Ocean View Dr & Old Gosford Rd	H8.31	....	....	....	....	....	9.37	....	....	....	10.37	....	....	....
L	Pitt Rd	H8.34	8.42	8.52	....	9.08	9.22	9.40	9.52	10.08	10.22	10.40	10.52	11.08	11.22
K	Coleridge Rd	H8.39	8.47	8.57	L8.57	9.13	9.27	9.45	9.57	10.13	10.27	10.45	10.57	11.13	11.27
H	The Entrance Rd & Rays Rd	H8.40	....	....	....	....	....	9.46	....	....	....	10.46	....	....	....
J	Bateau Bay Rd & Harbour St	....	....	....	9.00	9.16	....	....	....	10.16	....	....	....	11.16	....
I	Grandview Rd & Shelly Beach Rd	....	....	....	B	B	....	....	....	10.20	....	....	....	B	....
G	Eastern Rd & Sherry St	....	8.54	9.04	....	....	9.34	....	10.04	....	10.34	....	11.04	....	11.34
F	Bay Village	H8.46	9.00	9.10	9.10	9.22	9.40	9.50	10.10	10.25	10.40	10.50	11.10	11.22	11.40
E	Wyong Rd & South St	H8.54	9.05	....	....	....	9.45	10.00	....	....	10.45	11.00	....	....	11.45
D	Central Coast Hwy & Pacific St	H9.01	G	....	....	9.28	G	10.07	....	10.31	G	11.07	....	11.28	G
C	Stella St & Bay Rd	....	....	9.19	....	....	....	....	10.19	....	....	....	11.19	....	....
B	The Entrance (Torrens Av)	H9.07	....	9.27	....	9.34	....	10.13	10.27	10.37	....	11.13	11.27	11.34	....
A	North Entrance	....	....	....	....	9.39	....	....	....	10.42	....	....	....	11.39	....

For explanation of notes used see page 15.

For Route 19 journeys to Wyong please see page 15.


**The Entrance Rd
Corridor**
Gosford to The Entrance
via Erina Fair, Wamberal, Bateau Bay & Bay Village

Red Bus Services
Monday to Friday (cont...)

map ref	Route	22	23	21	19	22	23	21	19	22	23	21	19	22	19
		am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Train from Sydney arrives	...	11.12	...	11.37	...	12.12	...	12.36	...	1.12	...	1.36	...	...
	Train from Newcastle arrives	...	11.04	...	11.41	...	12.04	...	12.41	...	1.04	...	1.41	...	2.04
V	Gosford Station	11.05	11.19	11.35	11.49	12.05	12.19	12.35	12.49	1.05	1.19	1.35	1.49	2.05	2.09
T	Central Coast Hwy & Adelaide St	11.13	11.27	11.43	11.57	12.13	12.27	12.43	12.57	1.13	1.27	1.43	1.57	2.13	2.17
P	Wells St & Sherwood Dr	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N	Erina Fair	11.25	11.39	11.55	12.09	12.25	12.39	12.55	1.09	1.25	1.39	1.55	2.09	2.25	2.29
M	Ocean View Dr & Old Gosford Rd	11.37	...	...	...	12.37	...	...	...	1.37	...	...	...	2.37	...
L	Pitt Rd	11.40	11.52	12.08	12.22	12.40	12.52	1.08	1.22	1.40	1.52	2.08	2.22	2.40	2.42
K	Coleridge Rd	11.45	11.57	12.13	12.27	12.45	12.57	1.13	1.27	1.45	1.57	2.13	2.27	2.45	2.47
H	The Entrance Rd & Rays Rd	11.46	...	...	...	12.46	...	...	...	1.46	...	...	...	2.46	...
J	Bateau Bay Rd & Harbour St	...	...	12.16	...	...	...	1.16	...	...	...	2.16	...	...	...
I	Grandview Rd & Shelly Beach Rd	...	...	12.20	...	...	...	B	...	...	...	2.20	...	...	...
G	Eastern Rd & Sherry St	...	12.04	...	12.34	...	1.04	...	1.34	...	2.04	...	2.34	...	2.54
F	Bay Village	11.50	12.10	12.25	12.40	12.50	1.10	1.22	1.40	1.50	2.10	2.25	2.40	2.50	3.00
E	Wyong Rd & South St	12.00	...	...	12.45	1.00	...	...	1.45	2.00	...	...	2.45	3.00	3.05
D	Central Coast Hwy & Pacific St	12.07	...	12.31	G	1.07	...	1.28	G	2.07	...	2.31	G	3.07	G
C	Stella St & Bay Rd	...	12.19	...	...	...	1.19	...	...	...	2.19	...	...	...	...
B	The Entrance (Torrens Av)	12.13	12.27	12.37	...	1.13	1.27	1.34	...	2.13	2.27	2.37	...	3.13	...
A	North Entrance	...	...	12.42	...	...	...	1.39	...	...	...	2.42	...	...	...

Monday to Friday (cont...)

map ref	Route	23	21	23	22	19	23	21	23	19	22	21	23	21	19
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Train from Sydney arrives	2.12	2.36	...	...	...	3.12	3.36	...	...	...	4.13	4.34	...	4.58
	Train from Newcastle arrives	...	...	...	2.52	...	3.16	...	...	3.55	...	...	...	4.39	4.41
V	Gosford Station	2.29	2.40	2.49	3.05	3.09	3.29	3.43	3.49	4.09	4.10	4.18	4.39	4.45	5.09
T	Central Coast Hwy & Adelaide St	2.37	2.48	2.57	3.13	3.17	3.37	3.51	3.57	4.17	4.18	4.26	4.47	4.53	5.17
P	Wells St & Sherwood Dr	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N	Erina Fair	2.49	3.00	3.09	3.25	3.29	3.49	4.03	4.09	4.29	4.30	4.38	4.59	5.05	5.29
M	Ocean View Dr & Old Gosford Rd	...	...	...	3.37	...	...	...	...	...	4.42	...	...	...	...
L	Pitt Rd	3.02	3.13	3.22	3.40	3.42	4.02	4.16	4.22	4.42	4.45	4.51	5.12	5.18	5.42
K	Coleridge Rd	3.07	3.18	3.27	3.45	3.47	4.07	4.21	4.27	4.47	4.50	4.56	5.17	5.23	5.47
H	The Entrance Rd & Rays Rd	...	...	...	3.46	...	...	...	...	...	4.51	...	...	...	...
J	Bateau Bay Rd & Harbour St	...	3.21	...	...	...	...	4.24	...	...	...	4.59	...	5.26	...
I	Grandview Rd & Shelly Beach Rd	...	B	...	...	...	...	4.28	...	...	...	B	...	5.30	...
G	Eastern Rd & Sherry St	3.14	...	3.34	...	3.54	4.14	...	4.34	4.54	...	...	5.24	...	5.54
F	Bay Village	3.20	3.27	3.40	3.50	4.00	4.20	4.33	4.40	5.00	4.55	5.05	5.30	5.35	6.00
E	Wyong Rd & South St	...	...	...	4.00	4.05	...	...	...	5.05	5.05	...	...	...	6.05
D	Central Coast Hwy & Pacific St	...	3.33	...	4.07	G	...	4.39	...	G	5.12	5.11	...	5.41	G
C	Stella St & Bay Rd	3.29	...	3.49	...	...	4.29	...	4.49	...	...	...	5.39	...	...
B	The Entrance (Torrens Av)	3.37	3.39	3.57	4.13	...	4.37	4.45	4.57	...	5.18	5.17	5.47	5.47	...
A	North Entrance	...	3.44	4.50	5.22	...	5.52	...

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For Monday to Friday timetables from The Entrance to Gosford go to page 4. For Route Map see pages 2 and 3.



The Entrance Rd Corridor

Gosford to The Entrance

via Erina Fair, Wamberal, Bateau Bay & Bay Village

Red Bus Services

Monday to Friday (cont...)

map ref	Route	22	23	21	23	22	21	17	18	22	21	17	18	17	18
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Train from Sydney arrives	5.06	5.39	N5.46	....	N5.46	6.07	N6.16	N6.16	6.34	6.34	N6.43	N6.43	N6.51	N6.51
	Train from Newcastle arrives	....	5.37	5.41	....	5.41	....	6.16	....	....	....	6.41	....	....	....
V	Gosford Station	5.15	5.44	5.55	....	5.55	6.12	6.28	....	6.42	....	6.48	....	6.55	....
T	Central Coast Hwy & Adelaide St	5.23	5.52	6.03	....	6.03	6.20	6.36	....	6.50	....	6.52	....	6.59	....
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....
N	Erina Fair	5.35	6.04	6.15	....	6.15	6.32	....	....	7.02	....	....	....	....	....
M	Ocean View Dr & Old Gosford Rd	5.47	....	....	....	6.27	....	....	....	7.14	....	....	....	....	....
L	Pitt Rd	5.50	6.17	6.28	....	6.30	6.45	6.51	....	7.17	....	7.07	....	7.14	....
K	Coleridge Rd	5.55	6.22	6.33	6.33	6.35	6.50	K6.55	6.55	J7.22	7.22	K7.10	7.10	K7.17	7.17
H	The Entrance Rd & Rays Rd	5.56	....	....	....	6.36	....	6.56	....	7.23	....	7.11	....	7.18	....
J	Bateau Bay Rd & Harbour St	....	....	6.36	....	....	6.53	....	....	....	7.25	....	....	....	....
I	Grandview Rd & Shelly Beach Rd	....	....	B	....	....	6.57	....	....	....	7.29	....	....	....	....
G	Eastern Rd & Sherry St	....	6.29	....	6.40	....	....	....	7.02	....	....	....	7.17	....	7.24
F	Bay Village	6.00	6.35	6.42	6.46	6.40	7.02	M6.57	7.10	7.27	7.34	M7.12	7.25	M7.19	7.32
E	Wyong Rd & South St	6.10	....	....	....	6.50	....	....	7.06	7.37	....	....	7.21	....	7.28
D	Central Coast Hwy & Pacific St	6.17	....	6.48	....	6.57	7.08	7.01	....	7.44	....	7.16	....	7.23	....
C	Stella St & Bay Rd	....	6.44	....	6.55	....	....	....	....	....	....	....	....	....	....
B	The Entrance (Torrens Av)	6.23	6.52	6.54	7.03	7.03	7.14	7.06	....	7.50	....	7.21	....	7.28	....
A	North Entrance	....	....	6.59	....	....	7.19	7.11	....	....	....	7.26	....	7.33	....

Monday to Friday (cont...)

map ref	Route	21	17	18	21	22	28	21	28	21	28
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Train from Sydney arrives	7.06	N7.15	N7.15	7.51	8.12	8.41	9.12	9.41	10.12	10.41
	Train from Newcastle arrives	6.52	7.08	....	7.35	8.11	....	9.04	9.21	10.04	....
V	Gosford Station	7.11	7.20	....	7.56	8.17	V8.46	9.17	V9.46	10.17	V10.46
T	Central Coast Hwy & Adelaide St	7.19	7.24	....	8.04	8.25	V8.51	9.25	V9.51	10.25	V10.51
P	Wells St & Sherwood Dr	....	....	....	....	....	9.00	....	10.00	....	11.00
N	Erina Fair	7.31	....	....	8.16	8.37	9.06	9.37	10.06	10.37	11.06
M	Ocean View Dr & Old Gosford Rd	....	....	....	....	8.49	....	....	....	....	....
L	Pitt Rd	7.44	7.39	....	8.29	8.52	9.17	9.50	10.17	10.50	11.17
K	Coleridge Rd	7.49	K7.42	7.42	8.34	8.57	9.21	9.55	10.21	10.55	11.21
H	The Entrance Rd & Rays Rd	....	7.43	....	....	8.58	....	....	....	....	....
J	Bateau Bay Rd & Harbour St	7.52	....	....	8.37	....	....	9.58	....	10.58	....
I	Grandview Rd & Shelly Beach Rd	7.56	....	....	B	....	....	10.02	....	11.02	....
G	Eastern Rd & Sherry St	....	....	7.49	....	....	9.27	....	10.27	....	11.27
F	Bay Village	8.01	M7.44	7.57	8.43	9.02	9.32	10.07	10.32	11.07	11.32
E	Wyong Rd & South St	....	....	7.53	....	9.12	9.40	....	10.40	....	11.40
D	Central Coast Hwy & Pacific St	8.07	7.48	....	8.49	9.19	9.45	10.13	10.45	11.13	11.45
C	Stella St & Bay Rd	....	....	....	....	....	....	....	....	....	....
B	The Entrance (Torrens Av)	8.13	7.53	....	8.55	9.25	9.50	10.19	10.50	11.19	11.50
A	North Entrance	8.18	7.58	....	9.00	....	....	10.24	....	11.24	11.55



The Weekend timetable operates on all Public Holidays except Christmas Day. For Christmas Day timetables go to pages 24 and 25.



For explanation of notes used see page 15.



For Route 19 journeys to Wyong please see page 15.



The Entrance Rd Corridor

Gosford to The Entrance

via Erina Fair, Wamberal, Bateau Bay & Bay Village

Red Bus Services

Weekends & Public Holidays

map ref	Route	21 am	22 am	19 am	21 am	23 am	21 am	22 am	19 am	21 am	23 am	22 am	19 am	21 am	23 am	22 am
	Train from Sydney arrives	....	6.15	....	....	7.12	....	....	....	....	8.10	8.43	8.43	....	9.11	9.35
	Train from Newcastle arrives	5.48	....	6.48	....	....	....	....	7.48	....	....	....	8.48	....	....	....
V	Gosford Station	X6.00	6.25	6.59	7.10	7.25	....	7.50	7.59	8.10	8.25	8.50	8.59	9.10	9.25	9.50
T	Central Coast Hwy & Adelaide St	X6.08	6.33	7.07	7.18	7.33	....	7.58	8.07	8.18	8.33	8.58	9.07	9.18	9.33	9.58
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
N	Erina Fair	X6.20	6.45	7.19	7.30	7.45	....	8.10	8.19	8.30	8.45	9.10	9.19	9.30	9.45	10.10
M	Ocean View Dr & Old Gosford Rd	....	6.57	....	....	....	....	8.22	....	....	....	9.22	....	....	....	10.22
L	Pitt Rd	X6.33	7.00	7.32	7.43	7.58	....	8.25	8.32	8.43	8.58	9.25	9.32	9.43	9.58	10.25
K	Coleridge Rd	X6.38	7.05	7.37	7.48	8.03	R8.20	8.30	8.37	8.48	9.03	9.30	9.37	9.48	10.03	10.30
H	The Entrance Rd & Rays Rd	....	7.06	....	....	....	....	8.31	....	....	....	9.31	....	....	....	10.31
J	Bateau Bay Rd & Harbour St	X6.41	....	....	7.51	....	R8.23	....	....	8.51	....	....	....	9.51	....	....
I	Grandview Rd & Shelly Beach Rd	X6.45	....	....	B	....	B	....	....	8.55	....	....	....	B	....	....
G	Eastern Rd & Sherry St	....	....	7.44	....	8.10	....	....	8.44	....	9.10	....	9.44	....	10.10	....
F	Bay Village	X6.50	7.10	7.50	7.57	8.16	R8.29	8.35	8.50	9.00	9.16	9.35	9.50	9.57	10.16	10.35
E	Wyong Rd & South St	....	7.20	7.55	....	....	....	8.45	8.55	....	....	9.45	9.55	....	....	10.45
D	Central Coast Hwy & Pacific St	X6.56	7.27	G	8.03	....	R8.34	8.52	G	9.06	....	9.52	G	10.03	....	10.52
C	Stella St & Bay Rd	....	....	....	....	8.25	....	....	....	....	9.25	....	....	....	10.25	....
B	The Entrance (Torrens Av)	X7.01	7.32	....	8.08	8.32	R8.40	8.57	....	9.11	9.32	9.57	....	10.08	10.32	10.57
A	North Entrance	X7.06	....	....	8.13	....	....	....	....	9.16	....	....	....	10.13	....	....

Weekends & Public Holidays (cont...)

map ref	Route															
		19 am	21 am	23 am	22 am	19 am	21 am	23 am	22 am	19 am	21 pm	23 pm	22 pm	19 pm	21 pm	23 pm
	Train from Sydney arrives	9.35	....	10.10	10.35	10.35	....	11.10	11.35	11.35	....	12.10	12.35	12.35	....	1.10
	Train from Newcastle arrives	9.48	....	....	....	10.48	....	....	....	11.50	....	....	....	12.48	....	....
V	Gosford Station	9.59	10.10	10.25	10.50	10.59	11.10	11.25	11.50	11.59	12.10	12.25	12.50	12.59	1.10	1.25
T	Central Coast Hwy & Adelaide St	10.07	10.18	10.33	10.58	11.07	11.18	11.33	11.58	12.07	12.18	12.33	12.58	1.07	1.18	1.33
P	Wells St & Sherwood Dr	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
N	Erina Fair	10.19	10.30	10.45	11.10	11.19	11.30	11.45	12.10	12.19	12.30	12.45	1.10	1.19	1.30	1.45
M	Ocean View Dr & Old Gosford Rd	....	....	....	11.22	....	....	....	12.22	....	....	....	1.22	....	....	....
L	Pitt Rd	10.32	10.43	10.58	11.25	11.32	11.43	11.58	12.25	12.32	12.43	12.58	1.25	1.32	1.43	1.58
K	Coleridge Rd	10.37	10.48	11.03	11.30	11.37	11.48	12.03	12.30	12.37	12.48	1.03	1.30	1.37	1.48	2.03
H	The Entrance Rd & Rays Rd	....	....	....	11.31	....	....	....	12.31	....	....	....	1.31	....	....	....
J	Bateau Bay Rd & Harbour St	....	10.51	....	....	....	11.51	....	....	....	12.51	....	....	....	1.51	....
I	Grandview Rd & Shelly Beach Rd	....	10.55	....	....	....	B	....	....	....	12.55	....	....	....	B	....
G	Eastern Rd & Sherry St	10.44	....	11.10	....	11.44	....	12.10	....	12.44	....	1.10	....	1.44	....	2.10
F	Bay Village	10.50	11.00	11.16	11.35	11.50	11.57	12.16	12.35	12.50	1.00	1.16	1.35	1.50	1.57	2.16
E	Wyong Rd & South St	10.55	....	....	11.45	11.55	....	....	12.45	12.55	....	....	1.45	1.55	....	....
D	Central Coast Hwy & Pacific St	G	11.06	....	11.52	G	12.03	....	12.52	G	1.06	....	1.52	G	2.03	....
C	Stella St & Bay Rd	....	....	11.25	....	....	....	12.25	....	....	....	1.25	....	....	....	2.25
B	The Entrance (Torrens Av)	....	11.11	11.32	11.57	....	12.08	12.32	12.57	....	1.11	1.32	1.57	....	2.08	2.32
A	North Entrance	....	11.16	....	....	....	12.13	....	....	....	1.16	....	....	....	2.13	....





The Entrance Rd Corridor

Gosford to The Entrance

via Erina Fair, Wamberal, Bateau Bay & Bay Village

Red Bus Services

Weekends & Public Holidays (cont...)

map ref	Route															
		22	19	21	23	22	19	21	23	22	19	21	23	22	19	21
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Train from Sydney arrives	1.35	1.35	...	2.10	2.35	2.35	...	3.10	3.35	3.35	...	4.10	4.35	4.35	...
	Train from Newcastle arrives	...	1.48	...	...	...	2.48	...	...	...	3.50	...	...	...	4.48	...
V	Gosford Station	1.50	1.59	2.10	2.25	2.50	2.59	3.10	3.25	3.50	3.59	4.10	4.25	4.50	4.59	5.10
T	Central Coast Hwy & Adelaide St	1.58	2.07	2.18	2.33	2.58	3.07	3.18	3.33	3.58	4.07	4.18	4.33	4.58	5.07	5.18
P	Wells St & Sherwood Dr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N	Erina Fair	2.10	2.19	2.30	2.45	3.10	3.19	3.30	3.45	4.10	4.19	4.30	4.45	5.10	5.19	5.30
M	Ocean View Dr & Old Gosford Rd	2.22	...	...	...	3.22	...	...	...	4.22	...	...	...	5.22	...	...
L	Pitt Rd	2.25	2.32	2.43	2.58	3.25	3.32	3.43	3.58	4.25	4.32	4.43	4.58	5.25	5.32	5.43
K	Coleridge Rd	2.30	2.37	2.48	3.03	3.30	3.37	3.48	4.03	4.30	4.37	4.48	5.03	5.30	5.37	5.48
H	The Entrance Rd & Rays Rd	2.31	...	...	...	3.31	...	...	...	4.31	...	...	...	5.31	...	...
J	Bateau Bay Rd & Harbour St	...	...	2.51	...	...	...	3.51	...	...	...	4.51	...	...	...	5.51
I	Grandview Rd & Shelly Beach Rd	...	...	2.55	...	...	...	B	...	...	...	4.55	...	...	...	B
G	Eastern Rd & Sherry St	...	2.44	...	3.10	...	3.44	...	4.10	...	4.44	...	5.10	...	5.44	...
F	Bay Village	2.35	2.50	3.00	3.16	3.35	3.50	3.57	4.16	4.35	4.50	5.00	5.16	5.35	5.50	5.57
E	Wyong Rd & South St	2.45	2.55	...	...	3.45	3.55	...	...	4.45	4.55	...	...	5.45	5.55	...
D	Central Coast Hwy & Pacific St	2.52	G	3.06	...	3.52	G	4.03	...	4.52	G	5.06	...	5.52	G	6.03
C	Stella St & Bay Rd	...	...	...	3.25	...	...	...	4.25	...	...	...	5.25	...	...	...
B	The Entrance (Torrens Av)	2.57	...	3.11	3.32	3.57	...	4.08	4.32	4.57	...	5.11	5.32	5.57	...	6.08
A	North Entrance	...	...	3.16	...	...	...	4.13	...	...	...	5.16	...	...	...	6.13

Weekends & Public Holidays (cont...)

map ref	Route															
		23	22	19	21	23	22	19	21	23	22	21	28	21	28	28
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Train from Sydney arrives	5.10	5.37	5.37	...	6.10	6.35	6.35	...	7.10	7.35	8.12	8.35	9.41	10.12	10.44
	Train from Newcastle arrives	...	...	5.48	...	...	...	6.48	...	...	...	...	8.17	9.37	...	...
V	Gosford Station	5.25	5.50	5.59	6.10	6.25	6.50	6.59	7.10	7.25	V7.49	8.20	V8.50	9.46	VX10.18	VX11.05
T	Central Coast Hwy & Adelaide St	5.33	5.58	6.07	6.18	6.33	6.58	7.07	7.18	7.33	V7.54	8.28	V8.55	9.54	VX10.23	VX11.10
P	Wells St & Sherwood Dr	...	...	...	...	...	...	...	...	...	8.03	...	9.03	...	X10.31	X11.18
N	Erina Fair	5.45	6.10	6.19	6.30	6.45	7.10	7.19	7.30	7.45	8.10	8.40	9.11	10.06	X10.39	X11.25
M	Ocean View Dr & Old Gosford Rd	...	6.22	...	...	...	7.22	...	...	...	8.22	...	...	...	...	...
L	Pitt Rd	5.58	6.25	6.32	6.43	6.58	7.25	7.32	7.43	7.58	8.25	8.53	9.21	10.19	X10.49	X11.35
K	Coleridge Rd	6.03	6.30	6.37	6.48	7.03	7.30	7.37	7.48	8.03	8.30	8.58	9.25	10.24	X10.53	X11.39
H	The Entrance Rd & Rays Rd	...	6.31	...	...	...	7.31	...	...	...	8.31	...	...	...	...	...
J	Bateau Bay Rd & Harbour St	...	...	...	6.51	...	...	...	7.51	...	...	9.01	...	10.27	...	...
I	Grandview Rd & Shelly Beach Rd	...	...	...	6.55	...	...	...	B	...	...	9.05	...	B	...	...
G	Eastern Rd & Sherry St	6.10	...	6.44	...	7.10	...	7.44	...	8.10	...	...	9.31	...	X10.59	X11.45
F	Bay Village	6.16	6.35	6.50	7.00	7.16	7.35	7.50	7.57	8.16	8.35	9.10	9.36	10.33	X11.04	X11.50
E	Wyong Rd & South St	...	6.45	BV	...	...	7.45	BV	...	...	8.45	...	9.44	...	X11.12	X11.58
D	Central Coast Hwy & Pacific St	...	6.52	...	7.06	...	7.52	...	8.03	...	8.52	9.16	9.51	10.39	X11.19	X12.05
C	Stella St & Bay Rd	6.25	...	...	...	7.25	...	...	...	8.25	...	...	...	...	...	...
B	The Entrance (Torrens Av)	6.32	6.57	...	7.11	7.32	7.57	...	8.08	8.32	8.57	9.21	9.56	10.44	X11.24	X12.10
A	North Entrance	...	...	...	7.16	...	...	...	8.13	...	...	9.26	...	10.49	X11.29	X12.15

For explanation of notes used see page 15.

For Route 19 journeys to Wyong please see page 15.



Design Issues / Design Principals and Better Practices	Design Response/Comment
1. Responding to Context	
<p>Analysis of neighbourhood character</p> <p>The key elements that contribute to neighbourhood character and therefore should be considered in the planning and design of new development are:</p> <p>Street layout and hierarchy – has the surrounding pattern and hierarchy of the existing streets been taken into consideration? (e.g. scale and character of the built form, patterns of street planting, front setbacks, buildings heights)</p>	<p>Development fronting Wilfred Barrett Drive is typically two storey brick residences with pitched roofs and consistent setbacks. Street tree planting is minimal, with the majority of plantings being within private properties. The design of the proposed development has been modified to more closely reflect existing development, in terms of materials and roof form. The proposed development is 2 storeys in height, which is consistent with development in the locality.</p>
<p>Block and lots – has an analysis of the surrounding block and lot layout been taken into consideration for local compatibility and development suitability? (e.g. lot size, shape, orientation)</p>	<p>Surrounding subdivisions typically comprise regular shaped lots with an east-west orientation. While the proposed development does not propose subdivision, the orientation and row-like arrangement of the proposed dwellings is in keeping with development in the locality.</p>
<p>Built environment – has a compatibility check been undertaken to determine if the proposed development is consistent with the neighbourhoods built form? (e.g. scale, massing, should particular streetscapes or building types be further developed or discouraged?)</p>	<p>The design of the proposed development is compatible with the built form of the neighbourhood.</p>
<p>Trees – do trees and planting in the proposed development reflect trees and landscapes in the neighbourhood or street?</p>	<p>Street trees and plantings are very limited along Wilfred Barrett Drive. The front setback of the site is proposed to be landscaped.</p>
<p>Policy environment – has Council's own LEP and DCP been considered to identify key elements that contribute to an areas character? Does the proposed development respond this?</p>	<p>Wyong DCP 64 – Multiple Dwelling Residential Development and The Entrance Peninsula Planning Strategy have been considered.</p>
<p>Site analysis - Does the site analysis include:</p> <ul style="list-style-type: none"> Existing streetscape elements and the existing pattern of development as perceived from the street Patterns of driveways and vehicular crossings Existing vegetation and natural features on the site Existing pattern of buildings and open space on adjoining lots Potential impact on privacy for, or overshadowing of, existing adjacent dwellings. 	<p>As site analysis has been submitted, although contains some errors. Sufficient information has been submitted to assess the application.</p>
2. Site Planning and Design	
<p>General - Does the site planning and design:</p> <ul style="list-style-type: none"> Optimise internal amenity and minimise impacts on neighbours? Provide a mix of dwelling sizes and dwellings both with and without carparking? Provide variety in massing and scale of built form within the development? 	<p>Amendments to original design have improved internal amenity and minimises impacts on neighbours by reducing potential for overlooking. Mix of 1 and 2 bedroom units are proposed as identified as being in growing demand within WLGS. Parking allocations have not been specified as part of DA.</p>
<p>Built form -Does the site planning and design:</p> <ul style="list-style-type: none"> Locate the bulk of development towards the front of the site to maximise the number of dwellings with frontage the public street? Have developments more modest in scale towards the rear of the site to limit impacts on adjoining neighbours? 	<p>Development appropriately designed to face both the street and the lake.</p>

Design Issues / Design Principals and Better Practices	Design Response/Comment
<ul style="list-style-type: none"> Orientate dwellings to maximise solar access to living areas and private open space, and locate dwellings to buffer quiet areas within the development from noise? 	Solar access and location of open space is satisfactory.
<p>Trees, landscaping and deep soil zones - Does the site planning and design:</p> <ul style="list-style-type: none"> Retain trees and planning on the street and in front setbacks to minimise the impact of new development on the streetscape? Retain trees and planting at the rear of the lot to minimise the impact of new development on neighbours and maintain the pattern of mid block deep-soil planting? Retain large or otherwise significant trees on other parts of the site through sensitive site planning? Where not possible to retain existing trees, replace with new mature or semi-mature trees? Increase the width of landscaped areas between driveways and boundary fences and between driveways and new dwellings? Provide pedestrian paths? Reduce the width of driveways? Provide additional private open space above the minimum requirements? Provide communal open space? Increase front, rear and/or side setbacks? Provide small landscaped areas between garages, dwellings entries, pedestrian paths, driveways etc. Provide at least 10% of the site area, at the rear of the site, for deep soils zones to create a mid-block corridor of trees within the neighbourhood? Replicate an existing pattern of deep soil planting on the front of the site? Use semi-pervious materials for driveways, paths and other paved areas? Use on-site detention to retain stormwater on site for re-use? 	<p>No existing street trees.</p> <p>Locally significant Norfolk island Pine trees are proposed to be retained at the rear of the site, adjoining the foreshore reserve and communal open space.</p> <p>There is minimal vegetation or landscaping existing, although extensive landscaping is proposed for the site.</p> <p>Landscaping is proposed between driveway and boundary fencing.</p> <p>Multiple pedestrian pathways are proposed.</p> <p>Limited private open space is provided.</p> <p>Communal open space with facilities and fronting a foreshore reserve are provided.</p> <p>Garden beds are proposed within the carpark area.</p> <p>Deep soil zone is provided at the rear of the site.</p> <p>There is no existing pattern of deep soil planting at the front of the site.</p> <p>Rainwater re-use is proposed.</p>
<p>Parking, garaging and vehicular circulation - Does the site planning and design:</p> <ul style="list-style-type: none"> Consider centralised parking in car courts to reduce the amount of space occupied by driveways, garages and approaches to garages? Maintain, where possible, existing crossings and driveway locations on the street? 	<p>Centralised carparking is proposed.</p> <p>A new vehicular crossing will be required.</p>
3. Impacts on Streetscape	
<p>General - Does the site planning and design:</p> <ul style="list-style-type: none"> Sympathise with the building and existing streetscape patterns? (i.e. siting, height, separation, driveways locations, pedestrian entries etc.) Provide a front setback that relates to adjoining development? 	Proposed development is compatible with existing development and streetscape.
Built form - Does the site planning and design:	

Design Issues / Design Principals and Better Practices	Design Response/Comment
<ul style="list-style-type: none"> Break up the building massing and articulate building facades? Allow breaks in rows of attached dwellings? Use a variation in materials, colours and openings to order building facades with scale and proportions that respond to the desired contextual character? Set back upper levels behind the front building façade? Where it is common practice in the streetscape, locating second storeys within the roof space and using dormer windows to match the appearance of existing dwelling houses? Reduce the apparent bulk and visual impact of the building by breaking down the roof into smaller roof elements? Use a roof pitch sympathetic to that of existing buildings in the street? Avoid uninterrupted building facades including large areas of painted render? 	<p>Development is broken up into 6 buildings, in 2 rows</p> <p>External colours and finishes have been modified to more closely reflect existing development in area.</p> <p>Dormer windows are not characteristic of the area.</p> <p>Varied pitched roof is proposed for buildings facing the street, which is similar to existing development in the area.</p> <p>Uninterrupted facades visible from public areas for adjoining properties are avoided.</p>
<p>Trees, landscaping and deep soil zones - Does the site planning and design:</p> <ul style="list-style-type: none"> Use new planting in the front setback and road reserve where it is not possible or not desirable to retain existing trees/planting? Plant in front of front fences to reduce their impact and improve the quality of the public domain? 	<p>No existing front landscaping exists although landscaping of the front setback is proposed.</p>
<p>Residential amenity - Does the site planning and design:</p> <ul style="list-style-type: none"> Clearly design open space in the front setback as either private or communal open space? Define the threshold between public and private space by level change, change in materials, fencing, planting and/or signage? Design dwellings at the front of the site to address the street? Design pedestrian entries, where possible, directly off the street? Provide a pedestrian entry for rear residents that is separate from vehicular entries? Design front fences that provide privacy where necessary, but also allow for surveillance of the street? Ensure that new front fences have a consistent character with front fences in the street? Orientate mailboxes obliquely to the street to reduce visual clutter and the perception of multiple dwellings? Locate and treat garbage storage areas and switchboards so that their visual impact on the public domain is minimised? 	<p>Private open space identified by fencing and landscaping.</p> <p>Level changes, screening etc proposed between public and provide spaces.</p> <p>Pedestrian access is provided for units facing the street.</p> <p>Separate pedestrian access is provided.</p> <p>Combination of landscaping proposed.</p> <p>Mailboxes appropriate located away from driveway.</p> <p>Conditions included regarding screening of waste storage area.</p>
<p>Parking, garaging and vehicular circulation - Does the site planning and design:</p> <ul style="list-style-type: none"> Vary the alignment of driveways to avoid a 'gun barrel' effect? Set back garages behind the predominant building line to reduce their visibility from the street? Consider alternative site designs that avoid driveways 	<p>Use of landscaping is proposed along driveway and within carpark. No garages are proposed and carparking area is located behind buildings away from the street.</p>

Design Issues / Design Principals and Better Practices	Design Response/Comment
<p>running the length of the site?</p> <ul style="list-style-type: none"> • Terminate vistas with trees, vegetation, open space or a dwelling rather than garages or parking? • Use planting to soften driveway edges? • Vary the driveway surface material to break it up into a series of smaller spaces? (e.g. to delineate individual dwellings) • Limit driveway widths on narrow sites to single carriage with passing points? • Provide gates at the head of driveways to minimise visual 'pull' of the driveway? • Reduce the width where possible to single width driveways at the entry to basement carparking rather than double? • Locate the driveway entry to basement carparking to one side rather than the centre where it is visually prominent? • Recess the driveway entry to basement car parking from the main building façade? • Where a development has a secondary street frontage, provide vehicular access to basement car parking from the secondary street? • Provide security doors to basement carparking to avoid the appearance of a 'black hole' in the streetscape? • Return façade material into the visible area of the basement car park entry? • Locate or screen all parking to minimise visibility from the street? 	
4. Impacts on Neighbours	
<p>Built form - Does the site planning and design:</p> <ul style="list-style-type: none"> • Where possible, maintain the existing orientation of dwelling 'fronts' and 'backs'? • Be particularly sensitive to privacy impacts where dwellings must be oriented at 90 degrees to the existing pattern of development? • Set upper storeys back behind the side or rear building line? • Reduce the visual bulk of roof forms by breaking down the roof into smaller elements rather than having a single uninterrupted roof structure? • Incorporate second stories within the roof space and provide dormer windows? • Offset openings from existing neighbouring windows or doors? • Reduce the impact of unrelieved walls on narrow side and rear setbacks by limiting the length of the walls built to these setbacks? 	<p>Front dwellings face the street, with rear dwellings facing the lake.</p> <p>No dwellings face adjoining properties.</p> <p>Roof form broken up for dwellings facing street.</p>
<p>Trees, landscaping and deep soil zones - Does the site planning and design:</p> <ul style="list-style-type: none"> • Use vegetation and mature planning to provide a buffer between new and existing dwellings? • Locate deep soil zones where they will be provide privacy and shade for adjacent dwellings? • Plant in side and rear setbacks for privacy and shade for 	<p>Site landscape plan provided.</p>

Design Issues / Design Principals and Better Practices	Design Response/Comment
adjoining dwellings? <ul style="list-style-type: none"> Use species that are characteristic to the local area for new planting? 	Conditions have been recommended to replace some species with more suitable species e.g. for salt tolerance.
Residential amenity - Does the site planning and design: <ul style="list-style-type: none"> Protect sun access and ventilation to living areas and private open space of neighbouring dwellings by ensuring adequate building separation? Design dwellings so that they do not directly overlook neighbours' private open space or look into existing dwellings? Locate private open space in front setbacks where possible to minimise negative impacts on neighbours? Ensure private open space is not adjacent to quiet neighbouring uses, e.g. bedrooms? Design dwellings around internal courtyards? Provide adequate screening for private open space areas? Use side setbacks which are large enough to provide usable private open space to achieve privacy and soften the visual impact of new development by using screen planting? 	Shadow diagrams provided and adequate solar access available. Windows and balconies located so as to not overlook adjoining properties. Private open space located in front setback or rear setback fronting communal open space and foreshore reserve. No internal courtyards proposed. Screening and landscaping proposed. Side setbacks not used for open space to avoid conflict with adjoining properties.
Parking, garaging and vehicular circulation - Does the site planning and design: <ul style="list-style-type: none"> Provide planting and trees between driveways and side fences to screen noise and reduce visual impacts? Position driveways so as to be a buffer between new and existing adjacent dwellings? 	Boundary landscaping proposed. Driveway proposed between existing dwellings and proposed development.
5. Internal Site Amenity	
Built form - Does the site planning and design: <ul style="list-style-type: none"> Maximise solar access to living areas and private open space areas of the dwelling? Provide dwellings with a sense of identity through building articulation, roof form and other architectural elements? Provide buffer spaces and/or barriers between the dwellings and driveways or between dwellings and communal areas for villa or townhouse style developments? Use trees, vegetation, fences, or screening devices to establish curtilages for individual dwellings in villa or townhouse style developments? Have dwelling entries that are clear and identifiable from the street or driveway? Provide a buffer between public/communal open space and private dwellings? Provide a sense of address for each dwelling? Orientate dwelling entries to not look directly into other dwellings? 	Satisfactory solar access provided. Individual units clearly identifiable through architectural features. N/A as not villa or townhouses. Provided for ground level units facing Wilfred Barrett Drive. Entries accessible from street and/or carpark. Level changes and landscaping to separate private and public spaces. Dwelling entries directly from carpark
Parking, garaging and vehicular circulation - Does the site planning and design:	

Design Issues / Design Principals and Better Practices	Design Response/Comment
<ul style="list-style-type: none"> Locate habitable rooms, particularly bedrooms, away from driveways, parking areas and pedestrian paths, or where this is not possible use physical separation, planting, screening devices or louvers to achieve adequate privacy? Avoid large uninterrupted areas of hard surface? Screen parking from views and outlooks from dwellings? Reduce the dominance of areas for vehicular circulation and parking considering single rather than double width driveways? Use communal car courts rather than individual garages? Reduce the dominance of areas for vehicular circulation and parking by considering single rather than double garages? Communal car courts rather than individual garages? Tandem parking or a single garage with single car port in tandem? Providing some dwellings without any car parking for residents without cars? 	<p>Some bedrooms are located toward parking areas, although are separated by landscaping.</p> <p>Landscaping bays are proposed within the carpark areas.</p> <p>All dwellings have living areas and private open space located away from common parking areas. Some kitchen areas overlook the carpark, which improves natural surveillance.</p> <p>The design initially proposed separate single width driveways to access the site, although the requirements of the RMS required all vehicular access and egress to be located in the northern corner of the site.</p> <p>A communal open carpark is provided in addition to a basement carpark. No garages are proposed.</p> <p>Allocation of carparking determined under future strata subdivision or tenancy agreements</p>
<p>Residential amenity - Does the site planning and design:</p> <ul style="list-style-type: none"> Provide distinct and separate pedestrian and vehicular circulation on the site where possible, where not possible shared access should be wide enough to allow a vehicle and a wheelchair to pass safely? Provide pedestrian routes to all public and semi-public areas? Avoid ambiguous spaces in building and dwelling entries that are not obviously designated as public or private? Minimise opportunities for concealment by avoiding blind or dark spaces between buildings, near lifts and foyers and at the entrance to or within indoor car parks? Clearly define thresholds between public and private spaces? Provide private open space that is generous in proportion and adjacent to the main living areas of the dwelling? Provide private open space area that are orientated predominantly to the north, east or west to provide solar access? Provide private open space areas that comprise multiple spaces for larger dwellings? Provide private open space areas that use screening for privacy but also allow casual surveillance when located adjacent to public or communal areas? Provide private open space areas that are both paved and planted when located at ground level? Provide private open space areas that retain existing vegetation where practical? Provide private open space areas that use pervious pavers where private open space is predominantly hard surfaced to allow for water percolation and reduced run-off? Provide communal open space that is clearly and easily accessible to all residents and easy to maintain and includes shared facilities, such as seating and barbeques to permit resident interaction? Site and/or treat common service facilities such as garbage collection areas and switchboards to reduce their visual 	<p>Separate pedestrian access is provided to the site.</p> <p>There is an existing pathway along the frontage of the site. The bus stop is on the opposite side of the road.</p> <p>All stairwells and entrances service a maximum of 4 units, which provides greater ownership to these public areas.</p> <p>Conditions of consent are recommended in relation to the maintenance of landscaping between buildings to ensure clear site lines are maintained.</p> <p>Clear definition between and public and private space through level changes and screening.</p> <p>Private open space located adjacent to the living areas and complies with Council's minimum areas for private open space.</p> <p>All units have either north-west or south-east facing private open space.</p> <p>All units are either 1 or 2 bedroom with single open space areas.</p> <p>Level changed and screening is proposed to differentiate between private and public spaces.</p> <p>Combination of paving and planting proposed.</p> <p>The site contains limited vegetation although trees at the rear of the site within common open space are to be retained.</p> <p>The design incorporated large areas of deep soil. Private open space is predominately balconies and paved courtyards.</p> <p>Communal open space is provided at the rear of the development, adjacent to the Council's foreshore reserve. Seating and BBQ facilities are proposed.</p> <p>Garbage storage areas are to be appropriately screened from public view.</p>

Design Issues / Design Principals and Better Practices	Design Response/Comment
prominence to the street or to any private or communal open space?	

Appendix H - State Environmental Planning Policy No 71 – Coastal Protection

Cl.8	Matters for Consideration	Proposed
a	The aims of the Policy	The proposal is consistent with the aims of the Policy in terms of protection of the coastal zone and environment; and the proposal will not affect access to foreshore areas.
b	Existing public access to and along the coastal foreshore for pedestrians or persons with a disability should be retained and, where possible, public access to and along the coastal foreshore for pedestrians or persons with a disability should be improved.	Existing public access to the foreshore area is available from Terilbah Place. There is no existing public access to the foreshore from the subject site.
c	Opportunities to provide new public access to and along the coastal foreshore for pedestrians or persons with a disability.	Access to the foreshore is provided from the site for residents, although is not suitable for public access. Public access is provided from Terilbah Place, approximately 140m to the north of the site.
d	The suitability of development given its type, location and design and its relationship with the surrounding area.	The proposed development is for residential purposes within a residential zone as permitted by SEPP(Affordable Rental Housing).
e	Any detrimental impact that development may have on the amenity of the coastal foreshore, including any significant overshadowing of the coastal foreshore and any significant loss of views from a public place to the coastal foreshore.	The proposal is not expected to result in any significant overshadowing or view loss.
f	The scenic qualities of the New South Wales coast, and means to protect and improve these qualities.	The proposal will have no adverse impact on the scenic qualities of the coastline. Characteristic Norfolk Island Pine trees are to be retained.
g	Measures to conserve animals (within the meaning of the <u>Threatened Species Conservation Act 1995</u>) and plants (within the meaning of that Act), and their habitats.	The subject site does not contain any threatened species or habitat.
h	Measures to conserve fish (within the meaning of Part 7A of the <u>Fisheries Management Act 1994</u>) and marine vegetation (within the meaning of that Part), and their habitats.	The proposal has no impact on the conservation of fish and marine vegetation.
i	Existing wildlife corridors and the impact of development on these corridors.	The proposal will not affect any identified wildlife corridor.
j	The likely impact of coastal processes and coastal hazards on development and any likely impacts of development on coastal processes and coastal hazards.	The subject site is not identified within the Draft Wyong Shire Coastal Hazard Management Plan as being subject to coastal hazards. The site is affected by flooding, although is considered to be low hazard flooding.
k	Measures to reduce the potential for conflict between land-based and water-based coastal activities.	The proposal has no impact on water-based coastal activities.
l	Measures to protect the cultural places, values, customs, beliefs and traditional knowledge of Aboriginals.	The subject site does not contain any aboriginal sites or relics, and there are no known sites within the immediate locality.
m	Likely impacts of development on the water quality of coastal waterbodies.	Appropriate water quality controls are proposed together with requirements of the NOW.
n	The conservation and preservation of items of heritage, archaeological or historic significance.	The proposal has no impact on items of heritage, archaeological or historic value.
o	Only in cases in which a council prepares a draft local environmental plan that applies to land to which this Policy applies, the means to encourage compact towns and	Not applicable.

	cities.	
p(i)	The cumulative impacts of the proposed development on the environment.	The proposal is not considered to have any adverse cumulative impacts on the environment.
p(ii)	Measures to ensure that water and energy usage by the proposed development is efficient.	A BASIX Certificate has been submitted with the application to demonstrate satisfactory water and energy efficiency.
CI.13	A provision of an environmental planning instrument that allows development within a zone to be consented to as if it were in a neighbouring zone, or a similar provision, has no effect.	The application does not propose to utilise such a clause.
CI.14	A consent authority must not consent to an if, in the opinion of the consent authority, the development will, or is likely to, result in the impeding or diminishing, to any extent, of the physical, land-based right of access of the public to or along the coastal foreshore.	There is currently no public access through the site. Public access to the foreshore is provided from Terilbah Place, approximately 140m to the north of the site.
CI.15	The consent authority must not consent to a development application in which effluent is proposed to be disposed of by means of a non-reticulated system if the consent authority is satisfied the proposal will, or is likely to, have a negative effect on the water quality of the sea or any nearby beach, or an estuary, a coastal lake, a coastal creek or other similar body of water, or a rock platform.	The development can be connected to the existing reticulated sewer system.
CI.16	The consent authority must not grant consent to a development application if the consent authority is of the opinion that the development will, or is likely to, discharge untreated stormwater into the sea, a beach, or an estuary, a coastal lake, a coastal creek or other similar body of water, or onto a rock platform.	Should consent be granted, standard conditions relating to stormwater treatment and quality would be imposed.

Appendix I - Wyong DCP 2005 Chapter 64 – Multiple Dwelling Residential Development

	REQUIREMENT	PROPOSED	COMPLIANCE
2.0 APPLICATION REQUIREMENTS			
Required Information	Required information submitted?	Sufficient information submitted.	Sufficient information submitted.
Services	Any impact on drainage, water or sewer?	New water and sewer connections required.	Yes, Subject to conditions
	Kerb and guttering existing?	No. Will be required if development approved	Yes, Subject to conditions
3.0 CONTEXT			
Site and Local Context Analysis	Submit site and contextual analysis	Site analysis submitted. Contextual analysis contains some errors in relation to the site.	Sufficient information submitted.
4.0 SCALE			
Residential Development by Zone	Compatible with objectives of the zone 2(a)	The proposed development is not consistent with the zoning and objectives under WLEP 1991. SEPP (Affordable Rental Housing) overrides WLEP 1991 and permits the development.	Refer to SEPP (Affordable Rental Housing)
Building Height	2 storey and 7 metres to ceiling.	2 storeys and 8.5 metres to roof pitch as permitted by SEPP	Refer to SEPP (Affordable Rental Housing)
Site Coverage	Minimum 25% site area as 'soft' landscaping	Approximately 2000 m ² or 32% of the site is soft landscaping.	Yes
5.0 BUILT FORM			
Construction and Appearance	Respond sensitively to context in terms of scale, functionality and sustainability.	The modified design responds to the context.	Yes
Building Design	High architectural quality	The modified design has improved the architectural quality of the development.	Yes
	Facades to be articulated in length and height.	Internal elevations not visible from the street or adjoining properties are 13 m in length. Elevations facing the street or adjoining properties are broken up at ground level.	No, 30% variation, although elevations not visible from the street.
	Garages not to dominate street elevations.	No garages proposed	Yes
	Suitable architectural features to provide visual relief and to minimise bulk and scale.	Development suitably broken up into a number of buildings and articulation.	Yes
Roof Design	Relate roof design to desired built form and the size and scale of the building.	The buildings fronting Wilfred Barrett incorporate a pitched roof in keeping with existing development.	Yes

		The buildings facing the Lake feature a flat roof in keeping with the waterfront location.	
	Minimise intrusiveness of service elements.	No roof top service elements are proposed. Suitable screening can be conditioned.	Yes, subject to conditions of consent.
	Roof terraces to be setback from building edge.	None proposed.	N/A
Cut and Fill	Minimise cut and fill by stepping building.	Minimal cut and fill required for the buildings. Excavation is required for the basement carparking.	Yes
Building Lines			
Setbacks			
<i>Front</i>	6m	Building 7.5 m	Yes
<i>Side</i>	1.5m	Minimum 1.5 m	Yes
<i>Side</i>	1.5m	Minimum 5 m	Yes
<i>Rear</i>	4.5m	Minimum 5 m to courtyards.	Yes
Car Parking			
Resident Parking	7 x 1 beds @1 = 7 35 x 2 beds @ 1.2/unit = 38.4 Total 45.4 spaces	Proposal complies with 57 spaces in total, although lower parking rates are provided by SEPP (Affordable Rental Housing)	Yes
Visitor Parking	1 space per 5 units = 8.4 spaces	Proposal complies with 57 spaces in total, although lower parking rates are provided by SEPP (Affordable Rental Housing)	Yes
	Setback minimum 3m from category B roads, only where suitably screened by landscaping	All carparking located behind the building line.	Yes
Vehicular Access Design	Minimum driveway pavement width 5.5m	Driveway 6.6 m	Yes
	Driveway offset 2m from side boundary at front boundary, may taper back to 0.5m at front building line	2 metre landscape setback proposed.	Yes
	Screening cars from view of street and building	Parking located behind building.	Yes
Pedestrian Access Design	Clear pedestrian access to development	Clear pedestrian access, which is separate to driveway.	Yes
	Consider public through-site access ways in larger developments.	Public access is not suitable or necessary through the development. Access to the adjacent foreshore reserve is available from public road approx 140m to the north of the site.	N/A
6.0 DENSITY			
Floor Space Ratios	2(a) zone = 0.5:1	0.5:1	Yes

7.0 SUSTAINABILITY			
BASIX	BASIX Certificate.	BASIX Certificate provided	Yes
Waste Management	WMP submitted.	WMP submitted.	Yes
	Location of bins to be accessible and not visually intrusive.	Bins proposed on south western side of development and would be visible from the street. Conditions are recommended to screen the waste storage area.	Yes, subject to conditions of consent.
	Method of collection.	Bulk bin (1.1m ³) collection from the street.	Yes
Stormwater Management	SWMP submitted	Satisfactory stormwater plan submitted.	Yes
8.0 LANDSCAPE			
Landscape Design	Category 3 Landscape design.	Category 3 landscape design provided.	Yes
Deep Soil Zones	50% of required 'soft' landscaped area to be deep soil = 783m ²	Approx 1100m ² of deep soil zones proposed.	Yes
Street Trees	2 semi advanced trees per 15 m frontage = 12 trees.	Can be addressed by conditions of consent.	Yes, subject to conditions of consent.
9.0 AMENITY			
Private Open Space	Grade not to exceed 1:14	Level balconies and courtyards.	Yes
	10m ² with minimum width of 2m	Courtyards and balconies proposed ranging from 9.5m ² to 25m ²	No. 5% variation.
Communal Open Space	Provide facilities e.g. BBQ, seating, pool as appropriate.	BBQ, table and benches proposed.	Yes
	Communal open space not to be within front setback.	Communal open space provided at rear and side of site.	Yes
	20m ² /dwelling min width 5m = 840m ²	In excess of 870 m ²	Yes
Solar Access	All dev to have 75% of each req o/space to have unobstructed sunlight for minimum 3 hours between 9.00 am and 3.00pm June 21.		
	Shadow diagrams to be submitted for 2+ storeys. Development not to unreasonably impact adjoining properties.	Shadow diagrams submitted.	Yes
Privacy	Building layout (windows, balconies, screening & l/scaping) to min direct o/looking of internal living areas & private o/space.	Building layout appropriate to reduce direct overlooking.	Yes
Views	Minimise loss of views.	No issues raised in relation to view loss.	Yes
	Public views and vistas retained.	No issues raised in relation to public views and vistas.	Yes
10.0 SAFETY AND SECURITY			
Crime Prevention	Crime Risk Assessment (CPTED)	Satisfactory design and referral to Police has	Yes

		been undertaken.	
11.0 SOCIAL DIMENSIONS			
Housing Choice	Mix of 1, 2 and 3 bedroom units	Mix of 1 and 2 bedroom units with 50% to be affordable housing.	Yes
	10% of units to be suitable for adaptation for disabled/elderly persons.	5 units suitable for adaptation (11%).	Yes
Facilities and Amenities	Each dwelling to have individual laundry.	Each unit has laundry.	Yes
	Car wash facility 5m x 2.7m, drain to grassed common area, may be a visitor space	Car wash provided within carparking area.	Yes
	Mailboxes	Mailboxes at front pedestrian entrance.	Yes
	Storage: 1-2 beds - 3m ² 3+ beds - 6m ²	Storage provided within built in robes, kitchen cupboards and 26 storage bays within basement. Adaptable units have additional storage areas within the unit.	Yes
12.0 AESTHETICS			
Fencing	Details to be provided. Max 1.2 m along front boundary.	Front boundary fencing not proposed.	N/A
	1.8 around courtyards	Fencing no higher than 1.8 m.	Yes
	Courtyard fencing only in front setback (cat B road) to optimise solar access. Must be no closer than 1.5m from front boundary and 1.5m must be landscaped	Courtyards 5 m from front boundary and landscaped.	Yes
Streetscape	Development is to enhance streetscape character.	Compatible with existing streetscape	Yes
	Provide separate entry from street for pedestrians and cars	Separate entrances are proposed.	Yes

Appendix J - Summary of Public Submissions

Document No	Summary of Issues
D02605962 D02605954 D02609152 D02608818 D02608718 D02608803 D02608807 D02608786 D02608781 D02607998 D02608010 D02608025 D02608133 D02610504 D02610501 D02610475 D02610483 D02610419 D02610452 D02610442 D02610436 D02610463 D02610470 D02615225 D02615749 D02615746 D02613714 D02611542 D02611583 D02615748 D02615759 D02638873 D02638866 D02615186 D02611403 D02620818 D02620838 D02632780 D02632731 D02632758 D02772052 D02776300 D02772243 D02767643 D02772372 D02772256 D02773956 D02773334 D02774920 D02775432 D02772648 D02773124 D02772521 D02773961 D02770296 D02615770 D02640567	<ul style="list-style-type: none"> Notification of this Application – did not occur until 4 May yet the DA is dated 4 April – Notification – 39 units instead of 53 units Location – located on narrow strip of land between lake and ocean. Busy Central Coast Highway is on the street frontage of the property, will compromise the safety along the highway for current residents, visitors and motorists. Total area of the development is 6266.5 sqm, foreshore frontage of 111.16m – very substantial development planned for the Tuggerah Lakes Foreshore, what are the impacts on an already fragile ecosystem and waterway? Flooding - The site is on flood prone land – how will a large number of residents manage when such events do occur? Will they need alternate accommodation? How will residents with serious medical conditions manage during a period of possible isolation and loss of electricity? Ecologically Sustainable Development – How will the proposed development impact on the needs of current and future generations? How will the current fragile ecosystem be protected from the impact of such a substantial development along the lake foreshore? This development will compromise the existing public foreshore/waterfront access. Strata Subdivide the Development - What is the intent to strata title the entire development or part of the development? Is the intent of the developer to provide affordable rental accommodation? Previous DA's – What was the grounds of the previous rejection of a 8 lot residential subdivision. Why is Council considering a much larger unit development? Employment Opportunities – Need to commute to Sydney or Newcastle. The area already has high unemployment due to lack of job opportunities. Transport – is unsatisfactory and residents need to provide own transport. Community Facilities – existing services already struggling with demand. Policing is currently an issue and this development will increase pressure. Residential Amenity – What impact will this have on the current residential amenity of the area? What impact will the development have on retail property values in the area? In areas where affordable housing developments have been approved there has been an immediate drop in property values, such a development will hinder future residential development in the area. Common Open Space – The development includes 424.4sqm of common open space, does this meet with Council's requirements regarding ratios and number of people per sqm of open space? If not, how does Council plan to provide for necessary additional open space?. The Entrance Town Centre Plan – plans to revitalise the town centre to be a national and international tourist destination requires higher income families to come to the area.

Document No	Summary of Issues
D02640608 D02611442	
D02599964 D02610429 D02610479	<ul style="list-style-type: none"> • Location – located on narrow strip between lake and sea, a considerable distance from the town centre. The central Coast Highway is already congested from houses and holiday parks. • Land – unsuitable as it is flood prone. • Amenities – there are none. • Transport – periodic bus services but residents have to provide own car. • Access – Central Coast Highway is congested. • The NSW Government's Family & Community Services Housing NSW charter suggests that social housing needs to be fit for purpose. This site is not fit for purpose as it is not close to amenities such as shops, employment, health care and personal support as well as regular and specialised transport. The Charter also says consultation should be undertaken with neighbours, which has not been undertaken.
D02606740	<ul style="list-style-type: none"> • General Vision of The Entrance – its natural and built attributes, one of Australia's most renowned liveable and tourist coastal destinations, how can Council consider affordable housing in this location.
D02609243	<ul style="list-style-type: none"> • Turning into Wyuna Parade or Terilbah Place is dangerous • The proposed development not in character with the low density of the area. • Council recently rejected a proposal for 8 housing lots which would have been acceptable. Why would Council even consider such a larger and even more totally unsuitable development. The land is too small for the proposed development size. • Impact on fragile eco system. • The land is in a flood zone. • The Entrance Peninsular already has a disproportionate concentration of social housing properties. These households have high unemployment rate, generate little wealth in the Community. • Impact the proposed development will have on property values in the area. • Where these applications are approved under affordable housing, prices have dropped. • Community Safety – Police and Rangers already struggling to response to assistance.
D02607978 D02607969 D02607961 D02607953	<ul style="list-style-type: none"> • The proposed Development is flood prone – would it be suitable to building this type of development in a flood zone? • Impact on Traffic – congested now, the impact of a further 53 units would do to this problem. • Lack of public transport – This type of development should be built closer to amenities? • Previous DA - Council recently rejected an 8 lot subdivision on same parcel of land, what were the grounds of this rejection? Why is Council even considering a much larger 53 unit development?
D02610479	<ul style="list-style-type: none"> • Location – Considerable Distance from the Town Centre. • Land – unsuitable for high density housing. • Flood Prone Land – Land is prone to flooding. • Amenities – there are none • Transport – residents in this area have to supply their own transport, only periodic bus services available.
D02611570	<ul style="list-style-type: none"> • Building would be constructed on flood prone land • The entry of more motor vehicles from a development of this size onto Wilfred Barrett Drive is sure to create an increased traffic problem in the area. • The development is not in keeping with the properties in the surrounding area

Document No	Summary of Issues
	<p>which is basically single dwelling homes</p> <ul style="list-style-type: none"> • The DA can have little creditability when the architect has stated that he has not even inspected the site. • Council in the past rejected a proposed subdivision of the land into 8 separate lots, surely this would have been a more amenable proposal and more in keeping with the surrounding area. This has to be a gross overdevelopment of the site. • This type of development is not welcomed in this area. A fair proportion of local residents in the immediate area are retirees, self funded who bought in good faith and will now have to experience of seeing the value of their property obviously devalued if this project goes ahead.
D02611463	<ul style="list-style-type: none"> • It appears to be an overdevelopment of the site, not keeping with the area, and reduces the amenity of the area. • Traffic flow from the units would add considerable strain to the difficulties already experienced by residents trying to access or use the Central Coast Highway. • Proposed residents of the development would strain already poor public transport to and from this area.
D02611429	<ul style="list-style-type: none"> • Development on flood prone land – this development would put residents at risk. • The increase in people on the area should be considered especially in regard to the water shortage.
D02610480	<ul style="list-style-type: none"> • Flooding and Water issues: - land is zoned flood prone land, with the rise in lakes level due to climate change, flooding will only get worse. Council should not allow this development on site subject to inundation. • The Plan indicates provision for underground parking at a level below the present lake level, this will surely cause ground water to enter the car park requiring pumping of water back to the lake. • The subsoil in this area is likely to be acid sulphate which when exposed to air and water produces sulphuric acid, this will impact the lake which will effect the marine life and destroy vegetation in the Riparian zone. • Flooding – when flooding occurs in this area excess water lies in open drains, contaminated water from the construction site lying in open drains will potentially cause health risks to the community at large, we already have Ross River Virus. • Infrastructure and Services – if the development went ahead it would probably increase the permanent population of the area by at least 150 people – result in impact on already stretched resources. • Water and sewerage - can the infrastructure handle the additional load particularly in holiday periods. • Electricity , - power blackouts already frequently occur in the area, will the additional load exacerbate the problem? • Telecommunications – The Entrance North already has very poor mobile coverage and internet connections will the additional demand make this worse? • Public Transport - only a limited bus service operates, will the service increase? • Road Traffic density and frequency on the Central Coast Highway will increase, Council will need to supply an adequate turning lane from the development and improve pedestrian safety for road crossing. • Shopping – new residents will have to travel considerable distances to buy basics, there are no large shops in the Entrance North. • Medical Services – no doctors in the area, many in town have closed their books. • Council working on a new LEP it would be hoped that developments of this nature are NOT included in this Plan. • Council's objective of the area is to be a "Village atmosphere", it is clear this proposed development is entirely inappropriate both on bulk and density grounds.
D02619295	<ul style="list-style-type: none"> • High Rise not suitable for the area, people will have low income, social problems e.g. drugs, alcoholism, mental problems. • Residents have paid a lot for their land and to have this built in the area leaves people very angry. • Property values will drop. • There are no amenities on this side of the town, e.g. shops, doctors • Public Transport is not a good this side, with 53 units would lead to more congestion on the roads, where will they park, on the highway?

Document No	Summary of Issues
	<ul style="list-style-type: none"> We bought our property over at North Entrance, no high-rise, away from the town, so therefore we certainly don't want high-rise over this way.
D0261882	<ul style="list-style-type: none"> Location of the proposed development – completely out of character from its surrounds. Already have Paris Apartments - surely this is enough of high density structures which is aesthetically displeasing and unnecessary considering vacancy rates in The Entrance. Flood Prone Location – the garages will be inundated. Amenities – Future residents will need to have transport to the closest shopping centres, too far to walk, especially for elderly, disabled. Transport – one bus service in the area, residents will need their own car Access and Road Transport – location of Central Coast Highway poses access problems. Traffic already very busy, especially at peak times. Impact on traffic, pedestrian movements, are necessary funds available to take into consideration safe movements for pedestrian, elderly pensions, parents with prams etc. Previous DA was for 8 lot residential subdivision, why is council considering 53 units? Overshadowing/loss of privacy – Residents of the caravan park and adjoining homes in Terilbah Place will lose privacy from having such a large development next door to them. Any guarantee that neighbours will have 3 hours sunshine between 9 am and 3.00 pm throughout the year. Design of the development – design is aesthetically displeasing, no architectural merit, value or theme to it, appears cramped with little or no provisions for open space, playground area around it. Will attract anti-social development, no lift for elderly, disabled or parents with prams – how do they cope with stairs? Employment – residents will need their own transport if they work – transport issues – local bus service not many runs to this area Schools-if this development will house families, additional financial burden on them paying for car trips. No school within walking distance, children will be forced to cross the Central Coast Highway to catch bus. Economic Rationale – approx \$8m to spend on this proposal – waste of tax payers money, needs to be put to better investigation. Vacancy rates in town, seems unnecessary and costly investment. Fit for purpose – too many units proposed for this parcel of land Consultation with area – not undertaken until publicity regarding the development from other channels alerted neighbours. This parcel of land should be acquired by Council and/or community groups e.g. Rotary, Lions, Apex, turned into recreational grounds and playgrounds. A park would be wonderful asset to the area for locals and visitors alike to enjoy.
D02624166	<ul style="list-style-type: none"> High density development in an area for low density residential development. Location is subject to flooding. Lack of public transport Amenities – not near a shopping centre In an area of high unemployment and next to no chance of getting employment in the area Car access to a very busy road (Wilfred Barrett Drive) Depreciation of the value of the surrounding properties, if the properties depreciate will the Council rates be adjusted down accordingly.
D02629326	<ul style="list-style-type: none"> Traffic Impact Assessment Report – seriously flawed. Numerous parameters that are inappropriate Adverse impact on safety is unaddressed
D02631674	<ul style="list-style-type: none"> Totally out of character for the area, Applicant has only 1 \$10 share under SEPP (Affordable Rental Housing) Inappropriate high density over development on Flood Prone Land Negative impact on the Ecosystem and Tuggerah Lake Foreshore Overdevelopment on Foreshores of Tuggerah Lake

Document No	Summary of Issues
	<ul style="list-style-type: none"> Excavation for building the car parks can affect the water table. Evacuation Problems During Floods Limited Access to Public Transport Very Limited Employment Opportunities Further Stress on Community Facilities Increase Incidents of Crime and Domestic Violence Loss of Residential Amenity Loss Property Values for Neighbouring Homes Disincentive for Future Investors – especially at The Entrance Town Centre Destroy the Potential for Future Tourist Development of Neighbouring Site
D02632323	<ul style="list-style-type: none"> Traffic hazard that would be created if this DA goes ahead. Plans don't clearly identify ingress/egress points Site distances/views from hampered by wall erected by the Caravan park Bus turning bay located south of the site – views will be hampered when buses are there. No information in relation to street parking Must address road safety issues
D02636537	<ul style="list-style-type: none"> Location of the proposed residential development The available amenities, available transport, access to high density residential Accommodation and non compliance with the NSW Government's Family & Community Services Housing guidelines in relation to social housing.
D02643047	<ul style="list-style-type: none"> Object on grounds that DA does not comply with SEPP Affordable Rental Housing. Bulk and scale of the development – not sympathetic to the area The development does not contribute to the overall character of the area. Changes to Legislation AHSEPP to stop private developers building RFB in low density residential areas so Govt recognises that this type of dev is undesirable. Rights and Social Welfare of Future Residents – proposed development is in direct opposition to this. No amenities for the new residents. Infrastructure and services of the area are minimal, No schools, health facilities, community services or halls, shops, parks, patrolled beach or employment opportunities. Unsuitable for the elderly, the disabled, children and youth because of its isolation.
D02643054	<ul style="list-style-type: none"> Large no of Units in such a small area, with minimal amount of personal space does not work this type of confined residential development. Impact on residents of North Entrance Higher crime rate and increased domestic violence will increase
D02644614	<ul style="list-style-type: none"> Failure to meet WSC planning and Environmental laws Failure to meet the "Character Test" of the NSW Minister of Planning Overdevelopment of the high density housing on flood prone lakefront land Danger to the environment and ecology of Tuggerah lakes Failure to meet WSC housing strategy Safety concerns for access from Wilfred Barrett Drive Problems and impacts of concentrations of affordable housing Failure to provide access to essential services Attachment 2 – 473 signatories "Petition"
D02644678	<ul style="list-style-type: none"> The subject site is flood prone No transport infrastructure in place Development would create severe traffic congestion especially across the Entrance Bridge Crime rate will skyrocket Allowing this DA next to caravan park will develop into a high density ghetto Further destruction to the surrounding Ecosystem Surrounding property values would plummet further Rejection of a previous DA

Document No	Summary of Issues
D02645651	<ul style="list-style-type: none"> • Small site for 53 units, each unit very small especially with families • Very little employment in the area • Transport to the area is very limited • Traffic flow along Wilfred Barrett Drive has increased in past 4 years, this DA will impact this already busy section • High levels of vandalism, crime • High levels of dissatisfied tenants • High youth population • Lack of privacy • Inadequate maintenance of public areas • Can the above be addressed by explanation as how it will be addressed in the DA if approved • Concerned how this DA will affect my family, community and financial manner.
D02645750 D02645738	<ul style="list-style-type: none"> • Construction of high density housing in low density areas – unacceptable. • Notification – why weren't we advised sooner • Total lack of facilities for recipients of "Affordable rental Housing", No schools, no train service, bus service, no shops, no sporting facilities, no medical services • Wilfred Barrett Drive is extremely busy in peak hours, how can Council consider to introduce a possible 100 vehicles to enter/exit the proposed site • The site is flood affected • The frontage of the site is along the Tugger Lake- what impact will this development have on fragile ecosystem. • Norfolk Pines should be left completely untouched if any DA is to proceed.
D02776308	<ul style="list-style-type: none"> • Concerns over the location of the driveway opposite private property and the traffic safety concerns with traffic turning into and out of developments and the bus terminal. • The reduction in units has not changed the inappropriateness of the development as it is not in keeping with Council's plans for the area as a tourist destination. • It would be premature to approve the development prior to the Council completing its study into affordable housing.
D02774377	<ul style="list-style-type: none"> • The proposed development is in a flood prone area and The Tuggerah Lakes Floodplain Risk Management Study recommends that only low density developments be approved in flood prone areas. • During times of flooding, the Entrance North is subject to loss of Electricity Supply and consequent failure of the Sewerage System. • The provision of Underground Carparking is potentially dangerous with the proximity of the development to the Lake edge, the underlying water table and the real prospect of loss of Electricity Supply during times of flooding. To approve this application could expose Council to compensation claims if damage to property occurred in such an Underground Carpark. • The lack of amenities available to potential residents including Medical Services, Shopping, Employment, Education, etc. • The Central Coast Highway is heavily congested during morning and afternoon peak hours and of a weekend, so access to and from the proposed development will still be difficult and increase the potential for accidents in this busy section of Wilfred Barrett Drive. • Risk of damage to the Lake foreshore and the destruction of natural habitat for wildlife. • The proposed development is completely out of character with the surrounding residential area.