

Development Consent Lodgement Matrix

Development Application Feedback Matrix

Project: LAHC Gosford

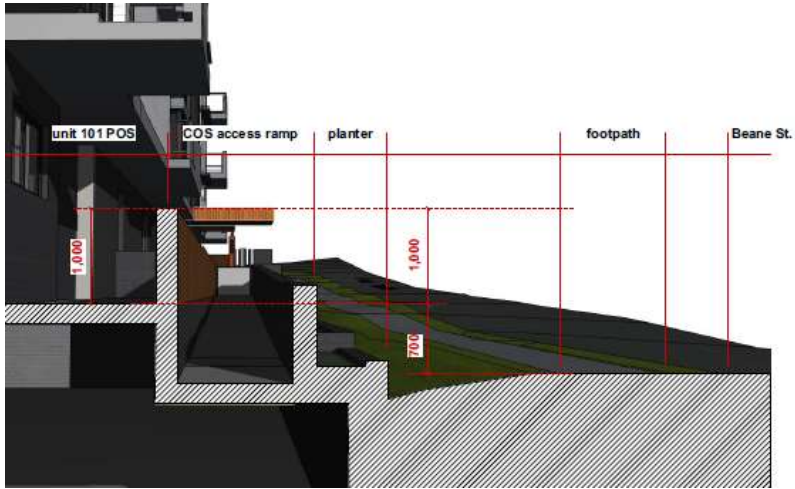
Address: 56 - 58 Beane Street

Date: 6/3/20

Issues Raised	Consultants Final Comments
Neighbours	
Parking: There appears to be insufficient parking provided. Do not believe that streets should be clogged with parked cars from users/residents of these structures. Citizens are now unable to access businesses in Gosford because there is insufficient parking. Even where one car space per residence is provided there is an overflow onto street parking.	The proposal complies with the parking requirements of the Affordable Rental Housing SEPP, which is a standard if met cannot be used as a ground for refusal. Additionally, the site is in an accessible area, within walking distance of train and bus services.
Current Site Location: Poor choice because it is adjacent to existing public housing.	The site was previously used for public housing, and the proposal is consistent with this former use. Social impacts are addressed generally in Part 6.13 of the SEE.
Setback and green spaces: The proposed development has extremely limited setback from the street and additionally has very minimal open space. Considering that Beane St currently has no other open space and it is a long walk to the nearest park or green space, this development.	The proposal meets the DCP street setback requirements (with a minor variation for part of the upper street wall as is addressed in Part 5.3.3 of the SEE), and the matter raised by Council concerning basement height/ setback is addressed separately below. The proposal provides a reasonably sized communal open space area of 330m2 (along with other landscaped areas), which while below the Affordable Housing SEPP requirement (as addressed in the SEE) meets the requirements of the SEPP 65 Apartment Design Guidelines, and provides more than 3 times the required amount of deep soil area.
Parking: The street already fills up with cars due to commuters, and the site is currently used by approximately 30 cars each day. The proposed development is for 40 units but only 19 car spaces. This will compound the parking shortage on the street. The development should be modified to include more parking.	The proposal complies with the parking requirements of the Affordable Rental Housing SEPP, which is a standard if met cannot be used as a ground for refusal. Additionally, the site is in an accessible area, within walking distance of train and bus services.
Parking: The number of parking spaces provided is insufficient. The da provides only 19 parking spaces for 41 apartments. Nearby developments allow 1 space per apartment plus an overflow for visitors. Street parking is already at a premium, impacting on residents and businesses.	The proposal complies with the parking requirements of the Affordable Rental Housing SEPP, which is a standard if met cannot be used as a ground for refusal. Additionally, the site is in an accessible area, within walking distance of train and bus services.

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CENTRAL COAST COUNCIL	
Planning:	
<p>It is noted that due to the slope of the site the basement protrudes above natural ground level and will result in a zero boundary setback to Beane Street in the south western corner of the site. There should be a consistent setback of 3m - 4m along Beane Street as required in the Gosford City Centre DCP 2018 (GCCDCP 2018) to provide area for deep soil zones, reduce the hardstand area and provide attractive streetscape presentation.</p>	<p>The proposal complies with DCP street-level setbacks for the building's walls, and there are small elements of basement which extend slightly above natural ground level (<1m) in part, due to the variable slope of the site along both street frontages, and this is balanced by other parts of the frontages where the basement level is located wholly below natural ground level. Where the basement is partly located above natural ground level this has the appearance of a landscape planter area, low front fence, which is common for many residential flat buildings in the Gosford City Centre area.</p> <p>Along the Beane Street frontage in the SW corner there is a low front planter element adjoining the street, together with a low side wall to an access ramp, and the basement element is a maximum of 700mm above ground level (as shown in Section 1 below) and this area maintains a complying building setback, the same as for the upper levels.</p> <p>The proposal maintains a suitable streetscape presentation to both street frontages, and changes are proposed to front fencing as detailed further below.</p> 
<p>The proposal appears to be over the 50% site coverage requirement specified in the GCCDCP 2018. The maximum site coverage requirement of 50% allows areas for soft landscaping and deep soil zones, reduces building bulk and improves the amenity of developments.</p>	<p>Site coverage is 55.7%, and the minor variation is addressed and substantiated in Part 5.3.5 of the SEE with particular reference to the proposal's compliance with FSR, minimum communal open space area, general building bulk and deep soil requirements.</p>
<p>The GCCDCP 2018 permits fencing along the street frontages that are a 1.2m maximum weighted average in height, any portion of the front fence must not exceed 1.4m and for fences over 1m must be at least 50% permeable. The fences along Beane Street and Gertrude Street are up to 1.9m (Beane Street) and up to 2.3m Gertrude Street in height and are not visually permeable which diminishes the interface between the public/private domain and contributes to undesirable streetscape presentation.</p>	<p>Front fencing is addressed in Part 5.3.6 of the SEE, and changes to the plans are proposed to provide transparent fencing for fencing elements above 1.2m high, to lessen the visual impact of front fencing, to maintain privacy and security for residents and to improve opportunities for passive surveillance. All fencing is setback from the street, with screen landscaping provided in planter beds, courtyard planting and street trees, as shown in the submitted Landscape Plans.</p>

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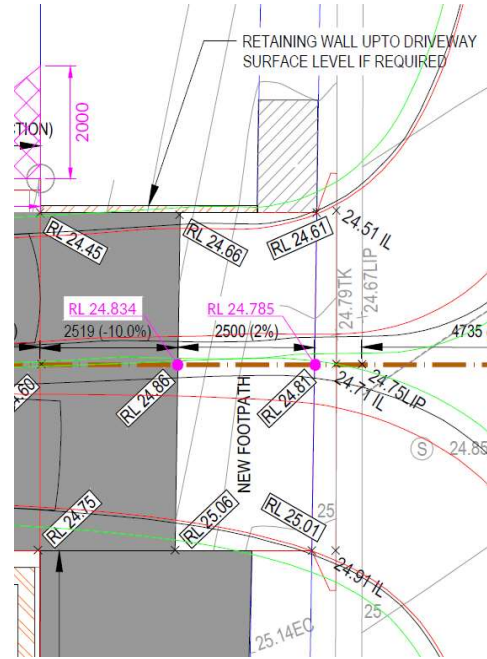
Issues Raised	Consultants Final Comments
The ground floor courtyard walls fronting Gertrude Street do not allow for passive surveillance of the street and do not strengthen the transition between the public semi-private and private space. Lower courtyard walls and additional landscaping would improve the relationship to the street and passive surveillance.	Changes to the plans are proposed to provide transparent fencing for fencing elements above 1.2m high, to improve opportunities for passive surveillance and improve the transition between private and public spaces. The submitted Landscape Plans show landscaping to both street frontages, including planter box and courtyard planting, including larger species, and street trees are also proposed along each street frontage.
The design of the roof plant room and lift overruns are not clearly shown on the plans and do not appear to be suitably integrated into the overall architecture of the building and roof design. Other services such as satellite dishes, antennas, air conditioning units and solar panels should also be integrated into the roof-space design and in a position where such facilities will not become a skyline feature at the top of any building.	Allowance has been made for the roof plant room. Roof plan will be amended to show the extent of the plant room.
The driveway should be setback a minimum of 1.5m from the northern boundary to allow for screen planting between the site and adjoining residential development to minimise amenity impacts to neighbouring residential development.	Landscaping is provided beside most of the driveway, including areas adjacent to the adjoining development to the north, and there is also a larger than normal setback to the adjoining development to the north. From a landscape point of view the proposal is reasonable, and sight distances will be addressed separately.

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Issues Raised	Consultants Final Comments
Building articulation and Design:	
The communal open space, the driveway and basement level have fundamental design issues that need to be resolved in order to provide satisfactory amenity and adequately support and service a development of 41 apartments. In particular, the ground floor unit at the corner of Gertrude Street and Beane Street has poor residential amenity as the unit cuts below natural ground level and has high courtyard walls and a first floor cantilever over the private open space. Additionally this unit is on the south side and does not maximise available light.	Unit 105 living spaces receives 1 hour solar access from a northern window in the mid-winter. The development complies with ADG solar access requirements. The number of units that receive less than an hour is 12% vs 15% per ADG.
Communal open space is located in an L-shaped area that wraps around the building at ground level. Communal open space is accessible from the basement or from the street There is little physical or visual connection between the communal open space and the public areas in the building like the lobby and entrance. In addition there is little surveillance of the communal open space apart from the balconies to a few apartments located above it. As there are some apartments with 2 bedrooms it could be assumed that families with young children may live in the development. Communal open space that is visually and physically connected with a public area in the building would be a safer and more usable option for these families.	<ul style="list-style-type: none"> - The proposed COS is compliant with section 3D of the ADG in terms of minimum dimension and area. Being L-shaped creates a variety of different spaces for residents choice. - The primary access is from the ground level, access through lower ground is a secondary one. - There's no requirement for the COS to be visually connected to the building lobby. Given the site topography the COS and lobby has to be on different levels. - 34 out of 41 units overlook the COS, that provide adequate surveillance.
Engineering:	
The plans indicate that the Council footpath encroaches within the corner of the site near the intersection of Beane Street and Gertrude Street and will be affected by the proposed basement car park excavation. The footpath and pram ramp will need to be reconstructed.	according to the arch plans submitted, the existing footpath in this vicinity has been accounted for in the basement layout design. A splay corner has been designed to provide clearance from the existing footpath
A 3 x 3 metre corner splay as "Road Reserve" at the boundary intersection of Beane Street and Gertrude Street within the site will need to be dedicated to Council. The building, including the basement, should not encroach within this future dedication.	It is proposed to provide a footpath located in the road reserve, outside the boundaries of the site, which will not require the provision or dedication of a 3m x 3m splay. Additionally, it is not clear under what authority dedication is being required, and it is noted there are other corner sites in Gosford City Centre where such a splay corner hasn't been required.

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<p>The proposed vehicle access crossing in Gertrude Street should incorporate a minimum 2.5m wide footway formation within the road reserve that grades up towards the property boundary at 2% from the proposed layback before incorporating a 'rollover' in the design profile. This would result in a higher level of the access driveway at the boundary which in turn would require changes to the grades and transitions for the driveway ramp. The present plan that grades from the proposed layback down towards the property boundary is not supported.</p>	<p>The DA design incorporated a 2.5 m wide footway formation within the road reserve that graded up towards the property boundary at 2% from the proposed layback before incorporating a 'rollover' in the design profile. Refer to a screenshot below:</p> 
<p>The redundant vehicle access crossings will need to be removed and replaced with new kerb and gutter and the footway will need to be reinstated with turf and a concrete footpath. The footway in Beane Street should be formed at a grade of 2% from the kerb and gutter up to the property boundary for the full frontage of the site.</p>	<p>Not a design issue, to be complied with during the construction stage</p>

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<p>The driveway accessway, basement carpark, basement ramp and all vehicle passing including manoeuvring will need to comply with AS 2890. It is noted that the width of the ramp must be a minimum of 6.1 metres and provide sufficient two way length to ensure adequate vehicle passing without causing the queuing of ingress vehicles extending into the Gertrude Street carriageway. The design plan drawing A007 doesn't provide sufficient vehicle queuing length or suitable vehicle stopping and standing grades in accordance with the AS 2890.1:2004. The Traffic Report does not address the required 6.1 metre width for two way vehicle passing within the basement ramp and accessway driveway. The vehicle queuing distance (minimum 2 vehicle lengths 12.0m) and the maximum 10% gradient has also not been considered within the report.</p>	<p>The driveway accessway, basement carpark, basement ramp and all vehicle passing including manoeuvring comply with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. The width of the ramp is 6.0 m kerb to kerb and 6.6 m wall to wall, which exceeds the AS/NZS 2890.1:2004 requirements. It provides sufficient two way length to ensure adequate vehicle passing without causing the queuing of ingress vehicles extending into the Gertrude Street carriageway. The design plan provides sufficient vehicle queuing length on suitable vehicle stopping and standing grades in accordance with the AS 2890.1:2004. The Traffic Report did address the required ramp width for two way vehicle passing within the basement ramp and accessway driveway within the overall assessment of compliance with AS/NZS 2890.1:2004, including vehicle turning diagrams and additional relevant dimensions overlayed on architectural drawings (in the Appendix of the report). A queuing area for 2 vehicle lengths (12.0m) is provided, with one vehicle on less than 10% gradient and one on a 13% gradient (also satisfactory). It is noted, however, that there is no requirement for a minimum queuing area for 2 vehicles in the Standard. The maximum calculated trip generation by the proposed development in the afternoon (mostly incoming movements) is 4 cars in and 2 cars out, that is one (1) car every 10 minutes on average. The likelihood of any queuing is close to NIL. The likelihood of two cars queuing to enter is NIL for all practical purposes. One space for queuing on entry is more than sufficient (and it is provided). Refer to the attached drawings.</p>

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<p>The driveway needs to accommodate service vehicle heights for waste vehicles, removalist trucks and furniture deliveries. If this is not possible it may be that the site is too constrained for the proposed development of 41 apartments.</p>	<p>This is addressed separately in relation to waste collection, and adequate space exists for on-street access by occasional use by furniture trucks, with combined street frontages of 74m, and this is not an unusual arrangement for residential flat buildings, including in the Gosford LGA.</p> <p>Incorporation of loading/unloading facilities for medium to heavy rigid vehicles (MRV and above) for waste collection, removals and furniture deliveries was considered at the design development stage. The site dimensions do not allow for such vehicles to enter the site and to turn around (or to travel through the site) to achieve forward in and forward out access as requested by Council, without leaving only a small portion of the site available for any development other than provision for trucks. This option was therefore discarded. It is noted that on street waste collection occurs at similar sites in Beane Street. These developments include</p> <ul style="list-style-type: none"> • 63 Beane Street, • 53-55 Beane Street, • 49-51 Beane Street and • 45 Beane Street <p>An additional waste collection point on Beane Street will not result in any negative traffic and safety impacts. SEPP ARH does not require provision of heavy vehicle facilities and SEPP overrides DCP requirements. Like with any other multi-unit residential developments, deliveries of furniture and removals do not occur often and it is a standard arrangement for these to occur on street (including multiple examples in the vicinity of the proposed development).</p>

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The site is subject to overland secondary stormwater flows that enter the site once the capacity of the pipe system and/or sag inlet pit in Beane Street is exceeded. An unobstructed secondary stormwater flow path would need to be provided with the development which will need to be designed by a suitably qualified engineer competent in stormwater design to ensure it is workable. Preliminary design details of the secondary stormwater flow path will need to be provided as part of this development application.	a 2D 'TUFLOW' model has been developed and the subsequent Report submitted to Council as part of the submission. or Analysis & Report concluded that once the easement pipe system capacity is exceeded (during 1% AEP storm event), the impact from the subsequent overland flow is negligible. It was also concluded that the proposed development will not exacerbate flooding in the catchment. Refer to 'Overland Flow Report' REV A dated 10th December 2019
Habitable areas should to be a minimum of 0.5m above the 1% AEP secondary flow levels derived by the stormwater engineer. The non-habitable areas (e.g. garbage storage area) will need to be at a minimum level of the 1% AEP secondary flow levels.	we can confirm that the Habitable floor levels of the proposed building are a minimum 0.5m above the adjacent flood level and we can also confirm that the Garbage Storage Rarea is set above the adjacent flood level.
The development will need to provide on-site detention to limit post development flows back to pre-development flows for all storms up to the 1% AEP storm event. A runoff routing method would need to be utilised in the design.	On-Site Detention has been provided in accordance with Councils DCP requirements. Refer to 'Stormwater Management Plans' REV A dated 6th December 2019
The development will need to provide nutrient pollution measures to achieve the reduction targets indicated in Chapter 6.7 of the Gosford DCP 2013.	Nutrient Pollution measures (WSUD 'MUSIC' modelling) has been provided in accordance with Councils DCP requirements. Refer to 'Stormwater Management Plans' REV A dated 6th December 2019
The development should provide retention of rainwater for reuse within the development site.	Rainwater Retention has been provided in accordance with Councils DCP requirements. Refer to 'Stormwater Management Plans' REV A dated 6th December 2019
Connection of stormwater into Council's drainage system will require formal approval under section 68 of the <i>Local Government Act 1993</i> .	Applicant to make the relevant Application to Council
The development will need to comply with section 6.7.10 of the Gosford DCP 2013 in relation to structures adjacent to a Council stormwater pipeline / easement. Structures are not permitted over the pipeline and suitable clearance to the pipeline would be required to comply with a 3m wide easement to drain water centrally located over the pipeline alignment. It should be noted that the architectural plans indicate that a balcony will encroach over the future drainage easement and existing pipeline.	The existing drainage pipe should be relocated to its correct location into the easement along the boundary
Water and Sewer:	
A Section 307 Certificate will need to be obtained for the development. Water and sewer developer charges will apply to the development, the current rate is \$2,585/ET for water contributions and \$1,816/ET for sewer contributions.	Noted and Section 307 Certificate will be obtained for the development
There is a 300mm water main located in the Beane Street road reserve directly fronting the development site, which may be impacted by the proposed works.	Noted

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Waste:	
Kerbside collection is not supported for residential flat buildings in excess of 18 units as detailed under Gosford DCP 2013, Chapter 7.2 - Waste Management. Residential developments over 18 units must provide for a bulk bin collection service stored and serviced within the property. It should be noted that under the Central Coast Council Draft Waste Control Guidelines, a bulk bin collection service is to be provided for residential development comprising 12 or more units. Waste storage area and collection should be collected entirely on site in the basement.	<p>Waste collection arrangements are addressed in Part 5.3.8 of the SEE and as updated in the revised Architectural Plans (Appendix 1) and revised Waste Management Plan (Appendix 2), and the land is subject to Gosford City Centre DCP 2018, not Gosford DCP 2013, and there are no thresholds for on-street waste collection under Gosford City Centre DCP 2018.</p> <p>It is the strong position of LALC that the site be serviced through on-street waste collection, noting that the use of larger shared bins results in a reasonable number of bins being presented to the street, and in a way that is safe and minimises visual impacts and impacts on on-street car parking. The total number of bins to be presented would also be comparable to a potential 36 bins that could be presented by an 18 unit development. Additionally, the collection zones will be split so as to minimise the visual impact of bin presentation, with part presentation on the kerbside (max 24 bins) and part presentation on the site adjoining the footpath (8 bins).</p> <p>The provision of on-site waste collection in the basement is not practical or viable for this site given the size, dimensions, slope and levels of the land, and the required basement floor to ceiling heights for on-site collection would result in inaccessible grades driveway given current street levels, and would effectively result in the development not proceeding.</p>
Residential kerbside collection of mobile garbage bins collection does not occur twice weekly as identified in section 5.3.8 of the Statement of Environmental Effects. Twice weekly collection is for residential waste bulk bin servicing only.	Weekly servicing of 360L bins (and 240L bins for green waste) is proposed, in accordance with the revised Waste Management Plan (Appendix 2).
Mixed waste is to be assessed at 140 litres/unit/week and recyclables at 120 litres/unit/week. 1100 litre and/or 660 litre bulk waste bins should be provided for storage of residential waste.	Noted, and waste volumes have been assessed in accordance with these rates. Sizing of bins has been addressed separately in relation to on-street collection.
The designated vehicle for servicing multi-unit developments is a minimum 10.5m long, dual rear axle, rear loading heavy rigid vehicle. The waste vehicle should be able to enter and exit the site in a forward direction without crossing the centre lines of the road and a minimum 4m vehicle height clearance is required in all waste vehicle manoeuvring areas.	On-site collection is not proposed, as addressed above.

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<p>The bins located out on the street is not an acceptable urban design solution as it detracts from the streetscape, reduces on-street car parking on waste collection days and bins can be pushed over which results in waste entering stormwater drains.</p>	<p>The proposal will result in a maximum of 29 bins for on-street collection, and 31 bins once per fortnight. This is an equivalent number of bins as for an 18 unit development (ie 18 x mixed waste bins and 18 x recycling bins), which would be permitted by Council in areas outside Gosford City Centre (ie where up to 18 units can be serviced through on-street collection). Visual impact of bin presentation/ collection will be reduced through a splitting of the collection zones, and through the prompt collection of bins post-collection by the building caretaker.</p> <p>The placement of 31 bins would occupy approximately 31m, and bin presentation and collection would take place within a potential 3 hour window, once a week, which is only a small part of each week. To ensure access for collection Council could also impose restricted parking during the collection windows, as is in place for several other developments in the Gosford City Centre area. Additionally, the proposal will remove a disused driveway/ crossover in Beane Street, which will allow for additional on-street parking in Beane Street at non-waste collection times compared to what currently exists.</p> <p>The potential for bins to be pushed over is no different to any other development in the LGA, and through prompt presentation and collection of bins any such risk would be minimised.</p>

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A waste storage room located off the lobby is not desirable due to the potential odour and noise issues, and the proximity to apartment entries, public lobby and the lift core.	The waste room will be ventilated and maintained, and the internal entry is separated from the entries to residential units. Where the room adjoins a residential unit, acoustic treatment will be provided between the waste room and the residential unit to minimise amenity and noise impact. The waste room is appropriately located, with good access from the residential lobby and lifts, making waste disposal convenient for residents, and a separate external access is provided to Beane Street for bin presentation and return, which minimises impacts on residents.
The Gosford DCP 2013 requires adequate area for a garbage truck to access a waste room located within the basement which allows for adequate turning to service the site. This is for aesthetic, acoustic, safe work and odour reasons.	Addressed above, and the waste room as proposed is screened, from within and outside the development, and does not immediately adjoin any residential unit, in order to minimise acoustic impacts. The room will be ventilated, and safe access is able to be provided for residents, and also for transport for on-street collection.
If a waste room and garbage truck access cannot be provided in the basement, then consideration should be given to a reduction in the number of residential units so that adequate waste servicing can be achieved. Alternatively, an amendment to the design could be considered with the provision of two driveways into the basement. Vehicles can enter the site from Beane Street then exit from Gertrude Street meaning that the garbage truck does not have to turn around. Alternatively, provide a designated waste room with its own driveway accessible off Beane Street where a garbage truck may enter in a forward direction then turn around on a turn table to exit the building.	<p>A reduction in unit numbers would impact on the capacity to provide needed affordable housing in Gosford City Centre, and would be unreasonable given that a reasonable alternative waste collection option is being put forward.</p> <p>The provision of 2 driveways is not practical or feasible, given existing street levels, the dimensions of the site and the inability to maintain accessible driveway grades, and the provision of a separate driveway and turntable off Beane Street is not practical, and would result in adverse streetscape impacts, particularly given that a reasonable alternative waste collection arrangement is being proposed.</p>

Social Impacts:	
A Social Impact Assessment (SIA) is a general requirement for affordable housing developments. A SIA for the development is necessary to:	Social impacts have been addressed in Part 6.13 of the SEE, and the provision of more affordable and social housing is a key goal of the <i>Central Coast Regional Plan 2036</i> , the Gosford City Centre UDF and <i>Future Direction for Social Housing</i> .
Ensure that all social impacts of a development are considered, addressed and social benefits are optimised.	The proposal will result in a number of social benefits, both for future residents and for the wider growth of Gosford City Centre, providing an increase in needed affordable housing supply in an appropriate location, with good access to public transport and services.
Demonstrate good planning practice in its planning and service delivery.	
Explore how any negative outcome of a decision or action can be mitigated, minimised or completely resolved, leading to better informed decisions.	
Increase community participation and influence in decisions that affect them.	The site has previously been used for social housing, and the proposal will provide renewed social housing on the site, in a contemporary form that responds to the need for this type of housing in Gosford. The location of the housing in a single development will assist management of the housing by LAHC and will provide a quality form of housing for future residents.
Involve members of the community and allow them to provide feedback on the development of the local area through community engagement.	The proposal will result in positive economic impacts, providing additional affordable social housing that will support the wider growth of Gosford City Centre, and the services provided in the area. In the short term the proposal will provide construction jobs and investment in the local area and in the long
Allow better understanding by the community about certain developments and plans for the local area.	

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A SIS should be prepared for consideration in the assessmentmt process.	term the proposal will maintain affordable social housing consistent with both state and local planning objectives.

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Arborist Report:	
Trees 4 and 6 are located within the Council road reserve and are proposed for removal. Council consent will need to be given for the removal of the trees.	The arborist report has been updated to adress issues raised (Appendix 3). This presents no changes to the current design
The arborist report is considered to be insufficient as it does not provide any assessment of the height, diameter, retention value and health of the trees assessed to justify the trees to be removed or retained other than the location within the development footprint.	The arborist report has been updated to adress issues raised (Appendix 3). This presents no changes to the current design
Contributions:	
A 1% levy applies to developments in the Gosford City Centre for developments between over \$200,000 under the Gosford City Council S94A Development Contribution's Plan - Gosford City Centre.	Under clause 25J(3)(a) of the EP&A Reg, this levy does not apply as the development is being provided as 100% affordable housing.
The Environmental Planning and Assessment (Special Infrastructure Contribution - Gosford City Centre) Determination 2018 requires a levy of 2% of the cost of the development on residential zoned land that costs \$1 million or more.	This levy does not apply to public housing or affordable housing, as per the Gosford City Centre SIC Implementation Guide.
RURAL FIRE SERVICE	
Asset Protection Zones:	
<i>The intent of measures is to minimise the risk of bush fire attack and provide protection for emergency services personnel, residents and others assisting fire fighting activities. To achieve this, the following conditions shall apply:</i>	This is a standard bushfire protection requirement, which is addressed in the submitted Busfire Assessment Report and can be implemented through a condition of consent.
1. From the start of building works, the entire property must be managed as an inner protection area (IPA). The IPA must comprise:	The bushfire report and the building design complies with the conditions listed
Minimal fine fuel at ground level;	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Grass to be mowed to a maximum length of 100mm; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Trees and shrubs are retained as clumps or islands and do not take up more than 20% of the area; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Trees and shrubs are located far enough from buildings so that they will not ignite the building; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Garden beds with flammable shrubs not located under trees or within 10 metres of any windows or doors; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Minimal plant species that keep dead material or drop large quantities of ground fuel; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Tree canopy cover not more than 15% of the area; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Tree canopies are not located within 2 metres of the building; 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Trees are separated by 2-5 metres and do not provide a continuous canopy from the hazard to the building; and, 	The bushfire report and the building design complies with the conditions listed
<ul style="list-style-type: none"> Lower limbs of trees removed up to a height of 2 metres above the ground. 	The bushfire report and the building design complies with the conditions listed
	The bushfire report and the building design complies with the conditions listed
Construction Standards:	
<i>The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack. To achieve this, the following conditions shall apply:</i>	This is a standard bushfire protection requirement, which is addressed in the submitted Busfire Assessment Report and can be implemented through a condition of consent.

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2. New construction must comply with Sections 3 and 5 (BAL 12.5) Australian Standard AS3959-2009 Construction of buildings in bush fire-prone areas or NASH Standard (1.7.14 updated) National Standard Steel Framed Construction in Bushfire Areas – 2014 as appropriate and section A3.7 Addendum Appendix 3 of Planning for Bush Fire Protection 2006.	The bushfire report and the building design complies with the conditions listed

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Water and Utility Services:	
<i>The intent of measures is to minimise the risk of bush fire attack and provide protection for emergency services personnel, residents and others assisting fire fighting activities. To achieve this, the following conditions shall apply:</i>	This is a standard bushfire protection requirement, which is addressed in the submitted Busfire Assessment Report and can be implemented through a condition of consent.
3. The provision of water, electricity and gas must comply with the following:	
<ul style="list-style-type: none"> All above-ground water pipes external to the building must be metal including and up to any taps/outlets/fittings. 	Noted
<ul style="list-style-type: none"> Electrical transmission lines should be located underground where possible. Overhead electricity lines must have short pole spacing (i.e. 30 metres) except where crossing gullies, gorges or riparian areas. No tree may be closer to an electricity line than the distance set out in in ISSC3 Guideline for Managing Vegetation Near Power Lines. 	Noted. The electrical connection for the proposed development will transition from the existing OH network to an underground service leading into the site.
<ul style="list-style-type: none"> Gas must be installed and maintained as set out in the relevant standard and all pipes external to the building must be metal including and up to any taps/outlets/fittings. Polymer-sheathed flexible gas supply lines must not be used. 	Noted
Landscape Assessment:	
<i>The intent of measures is for landscaping. To achieve this, the following conditions shall apply:</i>	
4. Landscaping of the site should comply with following principles of Appendix 5 of <i>Planning for Bush Fire Protection 2006</i> :	This is a standard bushfire protection requirement, which is addressed in the submitted Busfire Assessment Report and can be implemented through a condition of consent.
<ul style="list-style-type: none"> Suitable impervious areas are provided immediately surrounding the building such as courtyards, paths and driveways. 	Noted and will Comply
<ul style="list-style-type: none"> Grassed areas, mowed lawns or ground cover plantings are provided in close proximity to the building. 	Noted and will Comply
<ul style="list-style-type: none"> Planting is limited in the immediate vicinity of the building. 	Noted and will Comply
<ul style="list-style-type: none"> Planting does not provide a continuous canopy to the building (i.e. trees or shrubs should be isolated or located in small clusters). 	Noted and will Comply
<ul style="list-style-type: none"> Landscape species are chosen in consideration of the estimated size of the plant at maturity. 	Noted and will Comply
<ul style="list-style-type: none"> Species are avoided that have rough fibrous bark, or which keep/shed bark in long strips or retain dead material in their canopies. 	Noted and will Comply
<ul style="list-style-type: none"> Smooth bark species of tree are chosen which generally do not carry a fire up the bark into the crown. 	Noted and will Comply
<ul style="list-style-type: none"> Planting of deciduous species is avoided which may increase fuel at surface/ ground level (i.e. leaf litter). 	Noted and will Comply
<ul style="list-style-type: none"> Climbing species are avoided to walls and pergolas. 	Noted and will Comply
<ul style="list-style-type: none"> Combustible materials such as woodchips/mulch and flammable fuel are stored away from the building. 	Noted and will Comply
<ul style="list-style-type: none"> Combustible structures such as garden sheds, pergolas and materials such timber garden furniture are located away from the building. 	Noted and will Comply
<ul style="list-style-type: none"> Low flammability vegetation species are used. 	Noted and will Comply

Development Consent Lodgement Matrix

LAHC GOSFORD

Issues Raised	Consultants Final Comments
DPIE Comments	
Waste collection and storage - As waste collection will only occur on a weekly basis, it is requested that you clarify whether the number of general waste, recycling and garden organic bins proposed, is sufficient for the size of the proposal. It is noted that the size of the bin storage room may need to be increased to accommodate any additional bins required. - If the number of bins required is increased to comply with a revised collection frequency, consideration should be given to the location of the proposed collection area, its impact on pedestrian and traffic safety and streetscape. The Department notes the advice provided by Central Coast Council and the particular concerns raised in relation to the kerb side collection of waste. - The waste collection area should be identified on a detailed drawing.	<p>A revised Waste Management Plan (Appendix 2) is provided confirming the number of proposed bins, which can accommodate waste in accordance with the DCP weekly waste generation rates. Amended architectural plans (Appendix 1) are also provided to reflect the proposed number and type of bins to be provided.</p> <p>As detailed above, in response to Council comments, it is the strong position of DLALC that kerbside collection be provided, and there will be some reduction in visual impact through a splitting of the waste collection zones. Waste collection occurs in a 3 hr window, once a week, and the maximum number of bins will be comparable to that of an 18 unit development (which is allowed on-street collection in other areas in the LGA).</p>
Tree removal Confirmation regarding whether any in-principle approval for street tree removal has been received from Central Coast Council.	Noted and will provide as required
Airspace Clarification, prepared by a suitably qualified person, is required on whether the proposal will impact Gosford Hospital's helicopter flight paths, particularly through the use of cranes during the construction phase.	<p>Specialist advice has been provided by AviPro, aviation specialists (Appendix 4), which concludes that:</p> <p>(a) the development will have no impact on the approach and departure paths of helicopters departing from and arriving at the Gosford Hospital HLS, (b) a construction crane at RL 57.6 will not present as an obstacle to helicopters departing from and arriving at the Gosford Hospital HLS, (c) a construction crane at RL 57.6 will not require specific aviation obstruction lighting, and (d) aviation obstruction lighting is not required on this building once developed.</p>
Apartment Design Guidelines (ADG) A full assessment against all applicable parts of the ADG must be undertaken and submitted. The Statement of Environmental Effects notes that a ground level electricity substation may be required to service the proposal. Clarification is sought on whether the communal open space provisions of the Apartment Design Guidelines, will be achieved if the substation is required. Any substation should be located so as not to compromise the availability of on-site landscaping or the visual amenity of the streetscape.	<p>The submitted assessment included all applicable parts of ADG that has a "Design Criteria" to assess against, namely Parts 3 & 4.</p> <p>It has been confirmed that a sub-station is not required to service this development. An offer has been received from Ausgrid for a standard service connection.</p>
Utilities Assess the impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed or whether any upgrades would be required to facilitate the proposal. It is noted that the report referenced in document 3.14.6 does not contain this information.	<p>A desktop study has been completed by Greenview Consulting and at this stage no issues have been identified. Should any issues arise during detail design phase, liaison with relevant authorities will be carried out to mitigate these issues.</p> <p>Any impacts to existing utility infrastructure and services provider assets will be managed through application process, which will notify the relevant utility providers of the proposed development and any required connection to service the new site.</p>
Schedule of finishes Clarification is sought on whether any cement rendered elements are proposed. Specifically, further details of 'colour finishes' / materials on drawing A032 Revision 05 are required.	The updated architectural plans (Appendix 1) include further details of colour finishes.