

The following comments are associated with the development engineering matters related to the proposed development consent conditions for SSD9813 (Gosford Alive) and comments previously provided.

## **Re: Schedule 2 Conditions of Consent for Concept Proposal:**

As part of the masterplan setting parameters for future development of the site, Council previously recommended that any masterplan approval include the requirements for the provision of a number approvals and works with the DA's for the future stages of this development (under the masterplan). The following were not included in the proposed development consent and are repeated again together with a reason for the requirement:

1. A Section 307 Certificate under the Water Management Act 2000 is to be obtained for each stage of the development.

Reason: Each future stage of the development will require the need for a Section 307 Certificate under the Water Management Act 2000.

2. Approval by Council of an application under section 138 of the *Roads Act 1993* for the following works designed in accordance with Council's Civil Works Specification that to be carried out within the road reserve:
  - a. Regrading of the footway formation at +2% from the top of kerb to the property boundary, across the full frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North. No stairs or structures are permitted in the road reserves.
  - b. Reconstruction of the footways within the frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North, to comply with the requirements of full width footway treatments in accordance with the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.
  - c. Heavy-duty vehicle access crossings.
  - d. Replacement of all redundant vehicle laybacks and/or damaged kerb with new kerb and gutter.
  - e. Removal of all redundant vehicular crossings and the footway formation reinstated in accordance with the "Gosford City Centre Streetscape Design Guidelines" prepared by Oculus dated September 2011.
  - f. The piping of stormwater from within the site to Council's drainage system located in Henry Parry Drive.
  - g. Reconstruction to current standards of the pram ramps at the intersections of Henry Parry Drive / Donnison Street, Henry Parry Drive / William Street, Donnison Street / Albany Street North, and William Street / Albany Street North.
  - h. If not previously constructed as part of the demolition works under SSD 9813, the construction and/or reconstruction of the following stormwater drainage works within Albany Street North, William Street, and Henry Parry Drive to include the following:
    - Trunk drainage pipelines with a design capacity for the 1%AEP storm event as follows: Commencing on the eastern side of Albany Street North at the Albany Street North / William Street intersection, across Albany Street North at this intersection (in the vicinity of the existing pedestrian crossing), continuing down the full length of William Street to the Henry Parry Drive / William Street

- Intersection, and then along Henry Parry Drive to the existing sag low pit within this frontage of the site.
- Reconstruction/upgrade of the stormwater drainage that crosses Henry Parry Drive from the sag low point within the site frontage in Henry Parry Drive to accommodate the 1%AEP storm event and connect to the existing trunk drainage system (that has a 1%AEP capacity) within Kibble Park (and that is presently constructed to the eastern boundary of Kibble Park near the Henry Parry Drive boundary).
  - The existing pipe and pit in the Albany Street North adjacent to Lot 2 DP 270116 is blocked off so that the pipeline within Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 will be decommissioned as a Council stormwater pipelines such that it will then only operate as an interallotment drainage pipeline.
  - The pipeline within the site frontage in William Street that crosses William Street is blocked off at the pit.

Reasons: Works within the road reserve require approval under s138 of Roads Act. In relation to the works indicated above, these works are required to restore the footways, kerb & gutter, pram ramps, and provide vehicular access to the site to a standard acceptable to the community and as adopted by Council in conjunction with a redevelopment of the site as proposed; and provide suitable connection to Council's piped drainage system in Henry Parry Drive.

3. Any changes to regulatory signage within the frontages of the site in Henry Parry Drive, Donnison Street, William Street, and Albany Street North must be approved/endorsed by Councils Traffic Committee, and where relevant the ~~NSW Roads & Maritime Services~~ Transport for NSW.

Reason: The development would result in changes to regulatory signage which must be approved by the Traffic Committee &/or Transport for NSW.

4. Submission of a dilapidation report to Council with the Roads Act application and / or Construction Certificate application.

Reason: Provide a record of Council's assets prior to development works occurring.

5. Submission of a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified professional.

Reason: Safety and site management.

6. The following engineering works within the site included in the approval of a Construction Certificate:
  - All accesses driveways / ramps and car parking areas being designed in accordance with the requirements of Australian Standard AS 2890: Parking Facilities.
  - Stormwater detention system to limit post development flows from the proposed development to less than or equal to predevelopment flows for all storms up to and including the 1% Annual Exceedance Probability (AEP) storm event. The predevelopment analysis is to incorporate the site as 0% impervious.
  - Stormwater to comply with AS 3500.3-2004.
  - Nutrient/pollution control measures.

- On-site stormwater retention measures.
- Interallotment drainage measures as required designed to have a minimum capacity for the 1%AEP storm event (considering separate strata plans may exist within the site from each stage).
- Interallotment drainage measures to capture stormwater from Lot 7 Sec 2 DP 6039, Lot 8 Sec 2 DP 6039, SP 53237, & Lot 2 DP 270116 and discharging to the proposed/required stormwater system in William Street. The interallotment drainage system must be designed in accordance with Council's *Civil Works Specification* and have a minimum capacity for the 1%AEP storm event.
- Piping of all stormwater from impervious areas within the site via an on-site stormwater detention structure to Council's drainage system located in Henry Parry Drive.
- Floor levels of all commercial and habitable rooms in the development being at a minimum of the required flood planning level.
- All building materials used or located below the flood planning level being of a type that is able to withstand the effects of immersion.

Reason: Ensure acceptable civil engineering infrastructure is provided with the development.

7. Obtain the appropriate approvals/licenses from the NSW Office of Water and Council for any dewatering of the site required as a result of the proposed works.

Reason: Regulatory requirement.

8. The existing kerb alignments and lane widths in Henry Parry Drive, Donnison Street, William Street, and Albany Street North are to be retained in their present location.

Reason: Initial proposal indicated changes to kerb alignments which would have raised safety issues and been problematic to traffic flows in the area.

9. Retention of the bus stop in Donnison Street.

Reason: Initial proposal indicated the removal of the bus stop. Local bus company previously advised it is the only bus stop in this area.

### **Re: Schedule 3 Conditions of Consent for Stage 1 works:**

The majority of the recommended engineering conditions associated with what is associated with Schedule 3 of the development consent have been included, although the conditions indicated below were not. Reasons for why these should also be included are provided.

#### **Under the section: PART B PRIOR TO COMMENCEMENT OF DEMOLITION WORKS**

1. Addition of a new part 'v' to section 'a' of condition B29 as follows:  
B29...
  - a) ...
    - v) Connection of the interallotment drainage system to the required Council's trunk drainage system in William Street

Reason: Approval is required within the road reserve for the connection of stormwater from the required interallotment drainage system to the proposed Council trunk drainage system in William Street.

**Under the section: PART C DURING DEMOLITION**

1. Addition of the following condition:

**C??** Complete the internal drainage works within private property in accordance with the plans and details approved with the construction certificate.

Reason: The internal drainage works are required to ensure that stormwater from adjoining properties is satisfactorily captured and conveyed to the proposed Council drainage system in William Street as per condition B27. Although condition B27 requires approval of this drainage system, there is no requirement in the development consent for this drainage to be constructed and completed with the Stage 1 development consent.