REPORT TO GLENGARA VILLAGE RESIDENTS' COMMITTEE Inc. (GVRC) ON MINGARA AMENDED DEVELOPMENT APPLICATION AND AMENDMENT REPORT NO.2 -SSD63475709 – January 2026

1. INTRODUCTION

On 12TH January 2026, The Department of Planning, Housing and Infrastructure (DPHI) advised that it has received an amended development application. Subject to the information provided being complete, DPHI has sixty days to assess the development and prepare its recommendation to the Independent Planning Panel. The timing of that submission, as it was with the original appliction, to fall over the Christmas/New Years break and limit the opportunity for people to analyse and comment on the proposal is interesting.

2. GENERAL COMMENTS

It is apparent that the applicant has taken little notice of the views and comments of the various parties who raised concerns with the application,

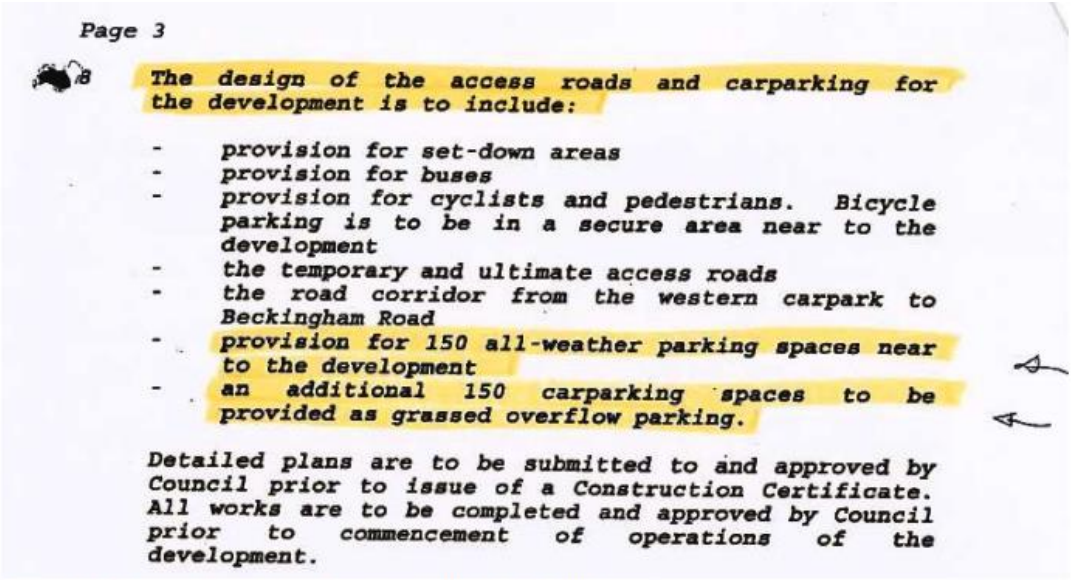
The amendment report lists the organisations that commented on the original application and responds to many of them. It does mention the athletics community in that list of organisations but it does not list the comments of GVRC, which represents the views of over 500 people who are residents of Glengara Village who are the development's next door neighbour. That result is an affront to those rersidents and continues the applicant's approach that was taken in carrying out "token" consultation with Glengara Village as part of the initial application.

3. CAR PARKING

One of the major issues with the development involves the fact that the development approval of the Athletics track involved the "loss" of the currently well used 150 grassed overflow parking areas. It seems to any independent observer that the Council, when it issued the statement below concerning the conditions of development consent for the athletics track. That statement proposed that the overflow parking area be located adjacent to the track on the existing grassed area that has been used by the communty for the last 27 years. That is exactly the area that the new development proposes to replace with its seniors housing.

The Council statement in its response to the development application was:

"COMMERCIAL PROPERTY MANAGEMENT As sub-lessor to Mingara Recreation Club of the regional athletics track located on lot 71 of DP 101191 (previously part lot 1007 in DP 864115), Council requests that the following consent condition that was imposed in respect of the development of the regional athletics track (reference Wyong Shire Council DA DA/420/98) continue to be adhered to as per Figure 2 below: Figure 2: Consent conditions per Council DA/420/98



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8 The design of the access roads and carparking for the development is to include:

- provision for set-down areas
- provision for buses
- provision for cyclists and pedestrians. Bicycle parking is to be in a secure area near to the development
- the temporary and ultimate access roads
- the road corridor from the western carpark to Beckingham Road
- provision for 150 all-weather parking spaces near to the development
- an additional 150 carparking spaces to be provided as grassed overflow parking.

Detailed plans are to be submitted to and approved by Council prior to issue of a Construction Certificate. All works are to be completed and approved by Council prior to commencement of operations of the development.

Figure 2: *Consent conditions per Council DA/420/98*

“

The applicant has used many arguments, based on apparent inconsistent staff documents and using a city based legal firm to look for loopholes, to conclude that this clear intent was in fact not certain and can be “reinterpreted”.

Surely we want good planning to be implemented and for those decision to be made by planning professionals and not lawyers alone.

The applicant has proposed to relocate those 150 spaces to boggy grass sites that are not directly accessible to the the track and involve crossing the the roads where all of the vehicle traffic to and from the site must travel. The following diagram shows the developer’s proposal. It involves access to the overflow car parking via a circuitous route that is not conveniently linked to the track.

These proposals do not align with the status of the Mingara Athletics track as the premium Regional Athletics Facility on the Central Coast. For it not to be provided with adequate and convenient parking is simply bad planning.

The applicant also argues, without any technical analysis, that there is already sufficient parking capacity to cater for the whole Mingara Complex. That claim has already been demonstrated to be wrong in the aerial photographic evidence previously provided by both Council and GVRC to DPHI.

4. TRAFFIC MATTERS

Another major issue of concern raised by GVRC and the general community has been the impact of the development on the local traffic network.

On 17th December 2025, GVRC sent DPHI the results of its own traffic counts, which contradict the traffic assumptions made by TRAFFIX and used in their modelling.

GVRC's resident traffic expert, Ken Moon, has provided the following comments on the traffic reports in the amended application:

"I have reviewed the amendments from TRAFFIX dated November 2025 and while I note that GVRC's additional supporting information sent to Planning NSW in December 2025 has not been incorporated due to the time frame, there appears to be no response by TRAFFIX to the issues we raised previously. Whether Planning NSW forwarded our comments to TRAFFIX does not appear to be documented, and

I therefore question whether any consideration has been given by the applicant to our valid concerns. I have highlighted some of the issues from the amended report below.

- 6.2.1

  'U' Turns at roundabouts still not acknowledged.

- 6.2.5

  4th leg of roundabout into Mingara Medical Centre not shown on intersection plan nor is it acknowledged. This “leg” is not a public road. However it is heavily used and does cause some confusion to motorists as to whether it is a normal road junction or a private access point

- 6.3.1

  Weekday peak hours used are AM 7.45 - 8.45 while PM is 3.15 - 4.15. I believe that peak hours should be 7.00 am to 9.00am and 3.00pm to 5.00pm.

- 8.7

  They believe a single service bay of 12.5m is sufficient to service the site and that a service management plan can be developed to service the site. I have my doubts whether this would be successful. They acknowledge that removalist/delivery vehicles to individual villas will need to park on site, however looking at the site plans the turning heads at the end of the cul-de-sacs do not appear to be of sufficient size to allow these vehicles to turn around.

- 9.2.1

  Under the trip generation estimates they still do not provide details of the sites they used at Bonnells Bay, Wamberal or Kincumber. They still state that there are no trips generated in the AM peak.

- 9.3

  Still basing traffic distribution on 70% west and 30% east from the site, yet it has been clearly demonstrated that this assumption is not supported. (The traffic counts undertaken on behalf of GVRC show a distribution of 14% west and 86% east. Even adding an additional 20% travelling west, there would still be 66% travelling east.)

- 9.3.7

  The level of service (LoS) at the signalized intersections of Wyong Road, Tumbi Ck Rd, Mingara Drive and Wyong Rd, Tumbi Road, Watson Ave ranges from D through to F under all scenarios, yet TRAFFIX does not believe

that they should contribute any funds to upgrading these intersections. It should be noted that the data supplied shows the Mingara leg of the signals at Wyong Road has a LoS F under all scenarios.

In our previous correspondence we have suggested that alternative traffic signal phasing be examined (split approach) at Wyong Road, Mingara Dr and Tumbi Creek Road yet no effort has been made by TRAFFIX to do this work.

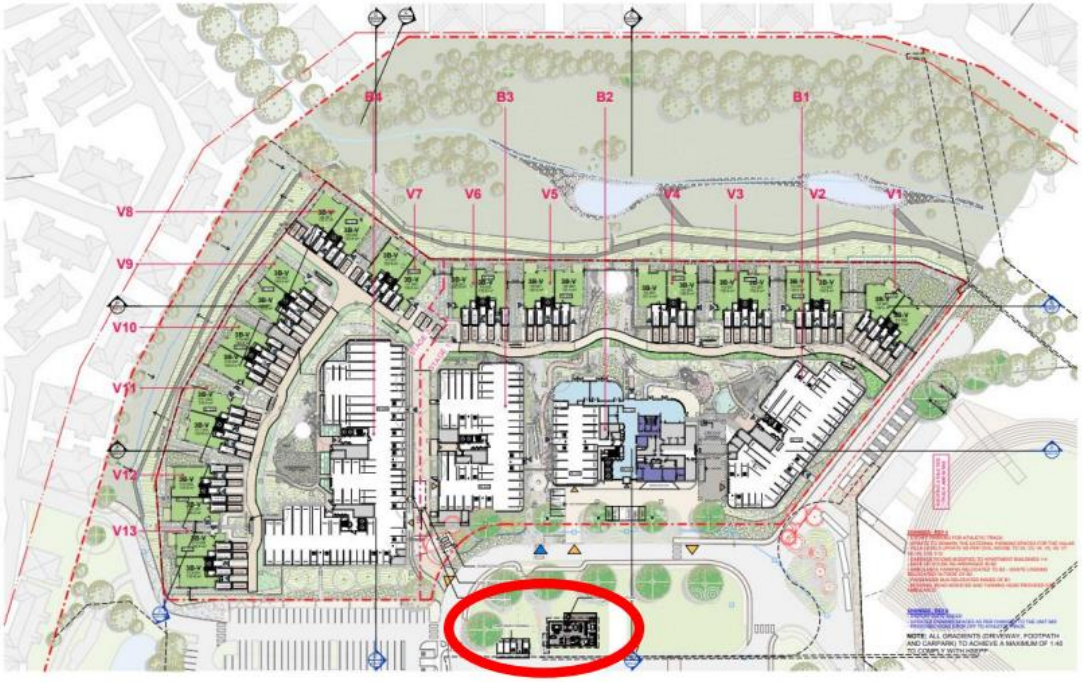
Based on our previous submissions to Planning NSW including our recent submission on traffic generation from Glengara, I would strongly recommend that we seek approval to address the Planning Panel to detail our concerns prior to them determining the application."

5. THE AMENDMENTS

The amendments to the original proposal are described by the applicant as follows:

This amendment to the State Significant Development (SSD) application relates to changes within the Tumbi Umbi Retirement Village Project (TURP), comprising:

• The first amendment is the operation and construction of a temporary display suite in the Mingara Club precinct, which will serve as a marketing and information centre showcasing the planned residential dwellings and an example apartment layout. That display suite is proposed to be located as shown in the diagram below



• The second change relates to the previously submitted unit mix, with an increased proportion of three-bedroom dwellings and a corresponding reduction in two-bedroom dwellings, reflecting the findings of current market studies.

• Lastly, additional athletics track improvements including new pedestrian connections and raised access, re-aligned and increased disabled parking, parent drop off spaces, bus turning bay and bus drop off, road reshaping, and enhanced landscaping and footpath between the TURP and the athletics track.

The report's Table 4 (copy below) compares the original application and the amended application.

Table 4 provides a comparative analysis of key development parameters between the original and amended proposal for the Tumbi Umbi Retirement Village.

Table 4 Comparative site analysis

Element	Original Development	Amended Development
Land use Activity	Seniors housing, permissible pursuant to the Housing SEPP	Seniors housing, permissible pursuant to the Housing SEPP Display suite (temporary)
Maximum height of building	Maximum height across the site is RL32.300 at Building 3.	Maximum height across the site is RL32.300 at Building 3.
Floor Space Ratio/GFA	FSR of 1.06:1 (defined as the Tumbi Umbi Retirement Village) Original GFA: 31,739.7m^2	FSR of 1.09:1 (defined as the Tumbi Umbi Retirement Village) Amended GFA: 31,617.6m^2 Temporary GFA = 31,776.6m^2 (display suite included)
Residential unit breakdown	39 high care beds; 219 ILUs (58% 2-bed / 43% 3-bed)	39 high care beds; 215 ILUs (45% 2-bed / 55% 3-bed)
Parking spaces	296 residential car spaces (including 82 accessible spaces and 147 x 3.2m wide spaces)	300 residential car spaces (including 82 accessible spaces and 147 x 3.2m wide spaces)
Bicycle and motorcycle parking	2 x visitor, 1 x staff	2 x visitor, 1 x staff
Landscape area	As per the submitted EIS	Outlined in **Appendix B**
Tree removal	54 high retention value trees and 40 low retention trees	54 high retention value trees and 40 low retention trees
Estimated Development Cost	$172,450,460 (excl. GST)	$188,427,975 (excl. GST)

It is noted that as part of the proposed upgrades to athletic facilities, the ambulance bay to the east of the athletics entry is on lot 71 DP 101191. The remainder of the works are on the same lot as the retirement village, being lot 13 on DP1204397. Accordingly an updated owners' consent has been provided with this Amendment report. It is noted that Mingara Recreation Club Ltd is the owner of both lots.

"

In effect, the proposal

- adds a temporary display suite,

- makes no real change to the building bulk, height and design nor to the building locations close to Glengara Village,
- increases the floor space ratio (in effect the density of the development),
- increases the number of three-bedroom units and provides four more parking spaces.

Most of the issues raised by GVRC in its earlier submissions have not been seriously addressed nor responded to.

6. WHERE TO NOW?

The matter is now firmly in the hands of DPHI and then the Local Planning Panel.

We must now appeal to the professionalism of those bodies, now that they are in assessment mode themselves, to thoroughly consider the matters we have already raised, unsuccessfully, with the developer.

Transport for NSW has been silent in terms of any real analysis of the traffic reports.

It is for Council and the Athletics groups to make their own detailed submissions to DPHI. GVRC has previously shown its support for the positions taken by both of those bodies.

GVRC should refer all of its previous recommendations (set out below), together with further observations made by Ken Moon (included above)) for DPHI to assess as part of preparing its recommendations on the proposal. It should also give notice of its request to address the Local Planning Panel once it meets to hear the views of the community.

7. THE RECOMMENDATIONS

GVRC has reached the conclusion that the amended proposal has not dealt objectively or sufficiently with the concerns it has raised.

It appeals to Planning NSW to ensure the matters it has raised are assessed independently and objectively by its own staff and or appropriately qualified and experienced consultants who have no ties to either the developer or Glengara Village, so DPHI can consider those reports in making its determination of the application. It believes that is the only way that a fully informed and objective determination can be made, as it has lost faith in the developer.

Its earlier recommendations in its original report, as set out below remain and we ask that they be considered by DPHI.

1. GVRC is of the opinion that the development in its current form should not be approved for the reasons provided in this report.
2. GVRC requests Planning NSW and Transport for NSW to closely review and evaluate the opportunities to modify the proposal and to implement mitigation measures that could reduce the adverse impacts identified in this report so

that the development will be more compatible with the local environment and warrant approval.

3. GVRC specifically identifies the following matters, that have been detailed in the body of this report that it requests be the subject of the proposed review mentioned in Item 2 above and /or further clarification from the applicant:

   (a) The cumulative impact of the separate application at Mingara for a child-care centre on traffic and car parking

   (b) The opinion that the proposal represents an over development of the site and needs to be reduced in size, height and dwelling density

   (c) The opinion of Council that “the proposal “is more akin to a town centre” and that a contextual analysis is required as to why the proposal is appropriate in this surrounding area and site”.

   (d) The current use of an “unofficial” pedestrian crossing of the easement from Sandpiper Way to Mingara at present. The location of and the legal responsibility associated with that walkway, either in the easement or the detention ponds site, needs to be resolved and managed by Council.

   (e) Clear and transparent resolution of the various issues raised concerning the replacement of the car parking spaces for the athletics field that are lost by this development.

   (f) Proposals to mitigate adverse effects of noise, overshadowing, privacy and visual impacts

   (g) The apparently subjective statement in the EIS that the development “will not result in any significant adverse impacts to nearby residential properties, including visual, overshadowing or privacy impacts.” It believes that that statement is an affront to the site’s neighbours and it brings into question the independence of the EIS. These claims need a review by an independent expert planning consultant.

   (h) GVRC believes that an independent visual impact and landscape consultant should be engaged to report on the value of the views of the ridgeline and the loss thereof by the proposed development, together with a mitigation proposal suggesting an appropriate maximum building height and building layout

   (i) Close consideration of all of the traffic matters identified in the technical review of traffic and parking matters including an assessment of all of those traffic matters to be carried out by Transport NSW and Central Coast Council, who, after all, will be the parties who will need to manage potential future problems if they are not resolved by conditions of any consent to this development application

(j) GVRC is concerned about the response times by emergency vehicles in the case of fire, flood and the like when they need to manoeuvre their way to the development site through a car park with narrow traffic aisles.

(k) Section 94 contributions, now formally known as Section 7.11 contributions, are payments made by developers to local councils. These contributions are levied to help fund new or improved public amenities and infrastructure necessitated by new developments. This ensures that developers help pay for the increased demand for public services and amenities like roads, community centres, and recreational facilities that arise from their projects.

GVRC believes that the Infrastructure branch of DPHI should use a similar type of provision to require the developer to contribute proportionally to the identified need to upgrade intersection capacity.

(l) The RTS refers inconsistently to the nature of the development. Its headline describes it as Seniors Housing, which is permitted under the current Recreation Zoning. Yet, it also refers to it several times as “The Tumbi Retirement Village”.

This conflict and its impact on the proposed Torrens Title status of the units needs to be clarified as well as the proposed controls that will ensure the units are resold in the future only to “seniors”