

ACTION PLAN

Project No	WTJ19-223
Subject	10 Young Street, West Gosford – DA 10609
Date	18.06.2024 18.11.2024 24.01.2025

The Department’s key requirement is for the preparation of a revised application package comprising documentation reflecting the chosen **drainage scenario** (directing flows to Racecourse Road), whilst incorporating all proposed traffic engineering measures and amendments.

The Department has advised that the information package must not rely on mixing and matching documents submitted earlier and now – they are expecting a single, refreshed package to be submitted for final determination.

The appended table sets out the consequential amendments completed for each of the deliverables submitted as part of the comprehensive update package in December 2024.

Key responses are denoted in **green** for ease of reference.

Separately, and with specific reference to **Traffic engineering**, the following points have been incorporated into the relevant Architectural and Civils drawings, including the finalised Swept Paths:

Architectural and Civils (Swept Paths) drawings:

- Include the STOP sign and hold line at the service lane.
 - **Architectural** – incorporated within the relevant architectural drawing enclosed at **Appendix 1**.
 - **Civils (Swept Paths)** – these details have been incorporated within the updated Civil Engineering Plans enclosed at **Appendix 20**.

Civils (Swept Paths) drawings:

- Address the vehicle clearances conflicting with the down ramp wall and oncoming vehicle clearances – **as a point of clarification, the 0.3m lateral clearance allowed on the inside and the 0.6m lateral clearance allowed on the outside of the subject vehicle is essentially an allowable buffer. There are no actual points of physical conflict between vehicles and building fabric.**
- Show whether a vehicle exiting the proposed service lane and turning left onto Young Street would conflict with the path of travel of southbound traffic entering the new private road or service lane. **As above.**

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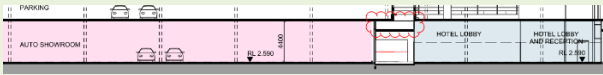


- Address the HRV clearances conflicting with a car space and a wall. [As above](#).
- Address the clearances of vehicles entering and exiting the ramp at ground level intersecting the garden bed edging and landscaping; and
 - **Civils (Swept Paths)** – please refer to the latest Swept Paths Plans forming part of the updated Civil Engineering Plans enclosed at **Appendix 20**. All clearances provided are in accordance with AS2890.1 and AS2890.02. Please refer to Section 5.4 AS2890.2 and Section B3 AS2890.1.
 - As per the point of clarification, all swept path clearances are provided with 300mm on the inside of swept paths and 600mm on the outside of swept paths.
 - All HRV access and egress will be to/ from Young Street; there will be no entry/ exit from Racecourse Road. The management of all HRV movements is covered by the Traffic Management Plan forming part of the Transport Impact Statement enclosed at **Appendix 21**.
- The Department notes that the Civil Plans do not clearly show the existing road surface upon Young Street – HRVs may need to travel over what may be unsurfaced parts of Young Street.
 - **Civils (Swept Paths)** – the edge of bitumen is incorporated within the latest swept path plans forming part of the package enclosed at **Appendix 20**.



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Appendix	Document	Prepared by	Required Updates
Appendix 1	Architectural Plans	Marchese Partners	<ul style="list-style-type: none"> Substituted drawings with new revision numbers to incorporate changes made as a result of the amended drainage design, and to incorporate the additional attenuation proposed within the updated technical assessments. A specific example is the incorporation of a louvre/ mesh to the stormwater opening (discussed under Appendix 18 below). Similarly, the updated Architectural Plans capture the changes required to the façade above the stormwater pipe (circled item below):  <p>This incorporates a 4m clearance in the area above the stormwater pipe for any future maintenance, as agreed with Council.</p> <ul style="list-style-type: none"> Marchese also confirm the public address system is included in all units as part of the proposed Flood Emergency Response Plan (Appendix 33).
Appendix 2	Urban Design and Visual Impact Assessment	Hatch RobertsDay	No change to building appearance or massing, so no update required. Remains per original submission.
Appendix 3	Landscape Plans	Site Image	Amended plans previously provided, and are re-attached for completeness. <u>Revised Landscape Plans Rev. F dated 26.03.2024.</u>



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Appendix 4	Subdivision Proposal Plan	de Witt Consulting	Amended plan required to incorporate changes made as a result of the amended drainage design (easements). Updated version dated 29.07.2024 now enclosed.
Appendix 5	CoGDAP Design Excellence Advice	-	No update required – per original submission.
Appendix 6	Design Excellence Statement	Marchese Partners	No update required – per original submission. See also <u>RTS Design Memo dated 11.04.2023</u> .
Appendix 7	Design Verification Statement (SEPP 65)	Marchese Partners	No update required – per original submission.
Appendix 8	ADG Compliance Assessment	Marchese Partners	No update required – per original submission. See also <u>ADG Compliance Table dated 05.04.2023</u> .
Appendix 9	BASIX Report	Stantec	No update required – per original submission.
Appendix 10	NatHERS Certificate	-	No update required – per original submission.
Appendix 11	Review of Site Suitability	EP Risk	No update required – per original submission.
Appendix 12	Acid Sulfate Soils Management Plan	EP Risk	No update required – per original submission.
Appendix 13	Aboriginal Cultural Heritage Due Diligence Advice	Austral Archaeology	No update required – per original submission.
Appendix 14	Aviation Impact Assessment	AviPro	No update required – per original submission.
Appendix 15	Bushfire Protection Assessment	Travers Bushfire & Ecology	No update required – per original submission.
Appendix 16	Tree Impact Assessment Report	Mark Bury Consulting	No update required – per original submission.
Appendix 17	Geotechnical Report	Douglas Partners	No update required – per original submission.



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Appendix 18	Flood Assessment Report	Northrop Consulting Engineers	<ul style="list-style-type: none">▪ FERP – to highlight/ identify implications of amended drainage design for egress positions and shelter in place/ evacuation arrangements. A standalone Flood Emergency Response Plan (FERP) is enclosed at Appendix 33. This confirms that Flooding Evacuation Drills will be made available to all building occupants; and that staff would seek refuge within the proposed gym. The FERP has been updated to reflect this. Marchese also confirm that the public address system will be installed in all units.▪ Need to address Council's preferred option for dealing with the existing easement and stormwater pipes), and where this feedback has been explicitly included in the amended plans & documentation. The existing easement through the site is to be released, and a new easement created to benefit all existing beneficiaries. Refer to the Updated Subdivision Proposal Plan enclosed at Appendix 4.▪ The plans notate a 4m wide x 0.8m high opening to be provided to allow stormwater... Opening to be closed to public however permeable (louvres, mesh etc.) – we need to outline any such maintenance methodology or procedure, or performance long term. The plans also need to include the attenuation (louvres, mesh etc.). Updated Civil Engineering Plans are provided at Appendix 20; A Stormwater Maintenance and Management Plan is provided at Appendix 34
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			<ul style="list-style-type: none">▪ Marchese have incorporated the referenced opening within the updated Architectural Plans (as discussed under Appendix 1).▪ Address the technical points under Attachment B, Section 2 (Flooding) of 'DPHI Requirements'. With respect to the Flood Assessment Report dated 23.04.2024:<ul style="list-style-type: none">○ Figure D2 at Appendix C generally shows a reduction in flood level offsite; and○ Figure D2 shows a depth difference as a result of the design levels having been lowered along the south-western extent, which means the flood depth has been increased. As there is no increase in flood level at the adjacent property, there is no increase in flood depth.○ Floor levels are provided above the FPL. No sensitive goods would be stored below this level. The storage of sensitive/perishable goods would ultimately be at the occupant's discretion, noting the extremely unlikely occurrence of a flood event exceeding the FFL.○ The building is to be designed to withstand forces from the PMF. It is noted that the flood depth and velocities will be higher in surrounding areas, with external vehicles and debris posing a more significant risk. The extremely
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			<p>unlikely occurrence of such a flood event should also be considered.</p> <ul style="list-style-type: none">○ This increase does not impact the hazard category of the adjacent site, nor does it flood an area that was previously flooded. It does not pose any increased risk to an existing development or property. Should any future development occur on the site, then the minor increase would not impact the required floor levels or the use of the lot.○ In summary, this very minor increase does not change the flood risk or extent of the property, and is considered insignificant when considering the flood controls of the adjacent property.
Appendix 19	Concept Engineering Report	Northrop Consulting Engineers	<p>Preparation of Updated Statement to capture all relevant elements of the finalised design.</p> <p>Updated version dated 29.07.2024 now enclosed.</p>
Appendix 20	Civil Engineering Plans	Northrop Consulting Engineers	<ul style="list-style-type: none">▪ The Department recalls that Council gave in-principle support towards conveying stormwater infrastructure through the building footprint, however they do not recall Council supporting changes to easements (?). Council support has been sought, but not received in writing despite attempts for this confirmation. Council provided in-principle support during the meetings attended by DPHI. It is noted that Council will



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			<p>have a further opportunity to comment as part of a final review of this element.</p> <ul style="list-style-type: none">▪ Proposed condition of consent – <p>We can confirm that the condition previously discussed is proposed as follows:</p> <p><i>“Prior to the release of a Construction Certificate, the applicant is to obtain approval from Council for a suitable stormwater strategy that includes:</i></p> <ul style="list-style-type: none"><i>a. Demonstration that any impacts on or offsite are in accordance with Authority guidelines for flood impacts;</i><i>b. Details of the stormwater drainage network both within the site as well as the connection point for stormwater discharging from the site to Council’s network; and</i><i>c. A Draft Plan of Subdivision that shows the release of existing easements and the creation of new easements to suit the proposed stormwater drainage network.”</i> <ul style="list-style-type: none">▪ Erosion and Sediment Control Plan – latest version (17 April 2024) includes inlet filters upon 1A Racecourse Road. No works are proposed on 1A Racecourse Road (previously inlet filters were proposed at this site).▪ Traffic Matters – Civil Plans need to incorporate the identified Traffic engineering points. Refer to
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			front page of this document, and the points noted below under Appendix 21 .
Appendix 21	Transport Impact Statement	SECA Solution	<p>A single, comprehensive Transport Impact Statement has been prepared by SECA Solution to account for the previous, iterative addendums; and to address the final Traffic engineering points below.</p> <ul style="list-style-type: none">▪ Updated Transport Impact Statement comments on the appropriateness of the uses and volume of traffic being directed onto a service lane rather than a road (Sections 3.2.2, 3.2.4, 3.3.2, 3.3.4).▪ Similarly, the Updated Transport Impact Statement addresses the AM vehicle traffic at Level 02 exceeding the limit for a single Up/ Down ramp (Section 3.3.1). <p>A Traffic Management Plan (at Section 3) has also been prepared (to control the HRV movements)..</p> <p><u>Department Comments that have been addressed:</u></p> <ul style="list-style-type: none">▪ Level 01 diagrams show a vehicle accessing the car parking space adjacent to the single Up/ Down ramp. To exit the space, a vehicle must reverse under the roller shutter door of the secure parking area, go up to Level 02, turn around, then come back down to Level 01, then outside the secure parking area again – which is not practical.<ul style="list-style-type: none">○ Similarly, the nature and practicality of the reverse movement out of the adjacent



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			<p>accessible space is unclear (See Section 3.3.1).</p> <ul style="list-style-type: none"> ▪ Level 02 diagrams show vehicles interacting with the Up/ Down ramp; however, the diagrams do not show a waiting area before the ramp for vehicles seeking to exit Level 02 – it is unclear where vehicles would retain line of sight to the ramp and wait without conflicting with the path of upcoming vehicles (See Section 3.3.1). ▪ Level 02 – a mirror is positioned at the north-east corner, but it is unclear what this is affixed to. The mirror may also conflict with circulation clearances (vertical) for vehicles using the northern accessible car parking space (See Section 3.3.1).
Appendix 22	Acoustic Assessment	Acoustic Logic	No update required – per original submission.
Appendix 23	BCA Report	MBC Group	No update required – per original submission.
Appendix 24	Accessibility Report	Code Consulting	No update required – per original submission.
Appendix 25	Waste Minimisation and Management Plan	Elephants Foot	<p>Amended document previously provided, and is re-attached for completeness. <u>Operational Waste Management Plan Rev. D dated 07.06.2023</u>.</p> <p>Section 4.1 addresses Waste Collection Procedures for the Residential component (Council); Section 5.5 addresses Waste Collection Procedures for the Hotel and Retail components (Private).</p>
Appendix 26	Plan of Management	Punthill	No update required – per original submission.



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Appendix 27	Signage Details	Punthill	No update required – per original submission.
Appendix 28	QS Cost Report	RPS	No update required – per original submission.
Appendix 29	DCP Compliance Assessment	Willowtree Planning	No update required – per original submission.
Appendix 30	Relevant Consultation Correspondence	-	No update required – per original submission.
Appendix 31	Title Searches and Deposit Plans	-	No update required – per original submission.
Appendix 32	Landowners Consents	-	No update required – no works are proposed on 1A Racecourse Road (previously inlet filters were proposed at this site). The Civil Engineering Plans enclosed at Appendix 20 have been updated accordingly.
Appendix 33	Flood Emergency Response Plan	Northrop	Additional document prepared in response to RFI and RTS process.
Appendix 34	Stormwater Maintenance and Management Plan	Northrop	Additional document prepared in response to RFI and RTS process.
SEE	Update to account for finalised package	WTP	Updated to ensure consistency with the December 2024 updated package.

