Environmental Impact Statement

University of Newcastle - Central Coast Campus

SSD-47749715

Prepared for
University of Newcastle
18 January 2023

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P00041532
Report Number	ToA Lodgement – 22.12.2022 Final 18.01.2023

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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Project details	
Project name	University of Newcastle – Gosford Campus
Application number	SSD-47749715
Address of the land in respect of which the development application is made	305 Mann Street, Gosford NSW 2250

Applicant details	
Applicant name	University of Newcastle
Applicant address	University Drive, Callaghan NSW 2308

Details of people by whom this EIS was prepared			
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Declaration

The undersigned declares that this EIS:

- has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2021*;
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;
- does not contain information that is false or misleading;
- contains the information required under the *Registered Environmental Assessment Practitioner Guidelines*;
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;
- has been prepared having regard to the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*;

- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signatures	
Alaine Roff, Director	Signature: 
Date: 16 January 2023	Registered Environmental Assessment Practitioner no. 50177

Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ANEF	Australian Noise Exposure Forecast
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	*Biodiversity Conservation Act 2016*
BC Reg	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEEC	Critically Endangered Ecological Community
CEMP	Construction Environmental Management Plan
CIV	Capital Investment Value
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DP	Deposited Plan
DPE	New South Wales Department of Planning and Environment
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*

Reference	Description
EPA Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
GTP	Green Travel Plan
HIS	Heritage Impact Statement
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEC	Land Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NML	Noise Management Level
NRAR	Natural Resource Access Regulator
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	*State Environmental Planning Policy (Resilience and Hazards) 2021*
PAD	Potential Archaeological Deposit
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
PMF	Probable Maximum Flood
POM	Plan of Management

Reference	Description
PSI	Preliminary Site Investigation
Planning Systems SEPP	*State Environmental Planning Policy (Planning Systems) 2021*
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	Lots 1, 2, 4, 29, 30, 31 and 32 in Deposited Plan 1591. Lot 1 in Deposited Plan 911163; and Lot 1 in Deposited Plan 911164.
SSD	State Significant Development
SSDA	State Significant Development Application
T&I SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021*
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
VIS	Vegetation Integrity Score
WCM	Water Cycle Management
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

Executive Summary

This Environmental Impact Statement (**EIS**) has been prepared on behalf of the University of Newcastle (**the Proponent** hereafter referred to as 'The University'), in support of a State Significant Development Application (**SSDA**) for the new Central Coast University Campus at 305 Mann Street, Gosford.

Clause 294(b) of the *Environmental Planning & Assessment Regulation 2021* (the Regulations) provides that a development carried out by an Australian University (under the meaning of the *Higher Education Act 2001*) is a Crown development. The University is listed as an Australian University under Schedule 1 of the *Higher Education Act* 2001. Consequently, this SSD is a Crown development for the purposes of Division 4 of the EP&A Act).

The proposed development is classified as State Significant Development (SSD) given the proposed development is for the purposes of a new educational facility and the capital investment value (**CIV**) is greater than $50 million (approximately $55 million).

By expanding its presence on the Central Coast, the University will play a pivotal role in transforming Gosford into a thriving university-city at the heart of the region. The University will help close skills gaps, increase educational participation rates, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship. The proposal will also establish a new health, innovation, and education campus in the heart of Gosford that will activate the Central Coast Education and Employment Precinct and catalyse ongoing revitalisation of the Gosford CBD.

Specifically, the intended outcomes of the project are to:

- Establish a new health, innovation, and education campus to drive economic growth in the region.
- Provide welcoming indoor and outdoor spaces that draw the community in.
- Support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
- Deliver an exceptional student experience, preparing graduates for life in an increasingly interconnected society.
- Provide a minimum of a 6-Star Green Star building in line with the University's sustainability goals.
- Achieve Design Excellence standards in the design.

The proposal is State Significant Development (SSD) because it is development for the purpose of a tertiary institution that has a capital investment value of more than $50 million in accordance with Clause 15(3) of *State Environmental Planning Policy (Planning Systems) 2021*.

An aerial photograph of the site detailing the development footprints is provided the figure below.

Figure 1 Aerial Photograph

Source: Urbis

Feasible Alternatives

The design has evolved following two workshops and one panel session with the City of Gosford Design Advisory Panel (CoGDAP). The feasible alternatives considered include:

- **Option 1 – Do nothing**: This option was discarded as it did not make use of significant investment from the NSW Government, which has committed to a new 'Central Coast Education and Employment Precinct'. The precinct seeks to compliment the University's Central Coast Medical School and Research Institute and the existing Ourimbah Campus.
- **Option 2 – CoGDAP Workshop Option 1**: At the CoGDAP workshop on 14 September 2022, the design team presented six massing studies with the 'corner engagement' model as the preferred design. the corner engagement model consisted of an L-shaped footprint over 4 storeys. The Panel encouraged the design team to explore other massing options to increase solar access to the proposed publicly accessible open space, while maintaining the corner engagement form.
- **Final Building design**: Following further design development and the CoGDAP workshops, Lyons Architecture offset the mass of the proposed building 6m from Mann Street to improve solar access to the public domain. The final built form creates multiple significant street addresses, addresses the Gosford City Centre and embraces the natural local landmarks.

The Proposal

This State Significant Development Application seeks consent for:

- Demolition of the existing building and associated structures.
- Earthworks to prepare the site for construction.
- Associated excavation, removal and capping of on-site existing redundant services and augmentation and connection of new services to service the proposal, as required.

- Construction of a new three storey educational establishment building on the western portion of the site, comprising:
  - Approximately 3,726m^2 GFA including:
    - University space: 3,592m^2 GFA
    - Retail: 134m^2 GFA
  - Maximum building height of 23.3m (RL31)
- Operation 24 hours/day, 7 days per week (noting that controlled access will operate during this time, with classes generally running between 8.00am – 9.00pm, Monday-Friday).
- Approximately 2,450m^2 of publicly accessible open space along the western, southern and eastern portion of the site.
- Basement car park with 20 parking spaces and 4 EV charging spaces sleeved against the building.
- Vehicular access to the basement car park via an internal site laneway from Hills Street.
- Service vehicle access from Mann Street to a one-way internal site laneway immediately north of the proposed building, with vehicles exiting via Beane Street.

The proposal will be undertaken in accordance with the Architectural Plans prepared by at **Appendix G**. The proposed photomontage is provided in the figure below.

Figure 2 Proposed Photomontage

Source: Lyons Architecture

Consultation

Community and stakeholder engagement has been undertaken by Urbis and the Project Team in the preparation of the SSDA. This includes direct engagement and consultation with:

- Department of Planning and Environment (Regional Assessments Team)
- Environment, Energy and Science Group
- Government Architect NSW (through the City of Gosford Design Advisory Panel)
- Transport for NSW

- Heritage NSW
- Ausgrid
- Central Coast Council
- Adjoining sites and land owners
- Community groups.

The outcomes of the community and stakeholder engagement have been incorporated into the proposed development and are discussed in detail at **Section 5** of this EIS.

Justification of the Project

This EIS assesses the proposed development with regard to relevant planning instruments and policies, and outlines the mitigation measures to ensure the project does not result in unreasonable or adverse environmental effects. Additionally, the proposed development satisfies the Secretary's Environmental Assessment Requirements (SEARs) issued for the project.

The key issues for all components of the project identified in the SEARs have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the Assessment of Impacts in **Section 6**. It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues, the impact will either be positive or can be appropriately mitigated.

The proposal represents a positive development outcome for the site and surrounding area for the following reasons:

- **The proposal is consistent with state and local strategic planning policies:**

  The proposal is consistent with the relevant goals and strategies contained in:

  – Central Coast Region Plan 2041

  – Draft Central Coast Local Strategic Planning Statement

  – Gosford Urban Design Framework

  – Better Placed

- **The proposal satisfies the applicable local and state development controls:**

  The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including

  – *State Environmental Planning Policy (Planning Systems) 2021*

  – *State Environmental Planning Policy (Precincts – Regional) 2021*

  – *State Environmental Planning Policy (Transport and Infrastructure) 2021*

  – *State Environmental Planning Policy (Resilience and Hazards) 2021*

  – *State Environmental Planning Policy (Biodiversity and Conservation) 2021*

- **The design responds appropriately to the opportunities and constraints presented by the site:**

  – The proposed development responds to the site context. The urban form has been carefully considered to provide publicly accessible open space to the key entry corner of Mann and Beane Street.

  – Following massing studies, Lyons Architecture found setting the built form back 6m from Mann Street enhanced the solar access to the publicly accessible open space.

  – The proposed minimum floor level is RL14.75, above the flood planning level.

  – A salvage methodology is to be prepared by a heritage consultant to guide and manage the salvage of bricks of the existing heritage listed Mitre 10 building for potential re-use within the proposal.

  - The design has balanced the provision of open space, solar access and urban design. The proposal maximises solar access to a public open space on a site that does not have favourable orientation.

- **The proposal is highly suitable for the site:**
  - The site is identified as 'Key Site 1' under the Gosford City Centre DCP 2018 due to its size and proximity to Gosford Railway Station and offers significant and unique urban renewal opportunities.
  - The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
  - The proposed development responds to the site context. The urban form has been carefully considered to provide publicly accessible open space to the key entry corner of Mann and Beane Street.
  - The Detailed Site Investigation (**Appendix Y**) confirms the site is suitable for development without the need for remediation, however have recommended de-watering mitigation measures to minimise any effects on the local stormwater network.
  - A BDAR Waiver granted on 9 December 2022 confirms that the proposed development is not likely to have any significant impact on biodiversity values (**Appendix Q**).
- **The proposal is in the public interest:**
  - The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
  - By expanding its presence on the Central Coast, the University will play a pivotal role in transforming Gosford into a thriving university-city at the heart of the region.
  - The proposal will provide significant, legible and usable area of publicly accessible open space.
  - The University will help close skills gaps, increase educational participation rates, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
  - No adverse environmental, social or economic impacts will result from the proposal.

1. Introduction

1.1. Purpose of Report

This Environmental Impact Statement (EIS) has been prepared on behalf of the University of Newcastle (UON) (the applicant) in support of a State significant development application (**SSDA**) for a proposed new educational facility at 305 Mann Street Gosford (the site).

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (**SEARs**) issued on 28 August 2022.

Clause 294(b) of the *Environmental Planning & Assessment Regulation 2021* (the Regulations) provides that a development carried out by an Australian University (under the meaning of the Higher Education Act 2001) is a Crown development. The University is listed as an Australian University under Schedule 1 of the *Higher Education Act* 2001. Consequently, this SSD is a Crown development for the purposes of Division 4 of the EP&A Act).

The proposed development is classified as State Significant Development (SSD) given the proposed development is for the purposes of a new educational facility and the capital investment value (**CIV**) is greater than $30 million (approximately $55 million).

This report includes assessment of compliance with the statutory and strategic planning framework, and all other potential environmental impacts identified through the preparation of this SSDA. Further, this report has been prepared in accordance with State Significant Development Guidelines – Preparing an Environmental Impact Statement (December 2021). This EIS also provides an assessment of the proposal against the relevant considerations under Section 4.15 of the EP&A Act.

This EIS should be read in conjunction with all supporting documentation appended to this report at Appendix A through Appendix II.

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.2. Applicant Details

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	The University of Newcastle
Postal Address	University Drive, Callaghan NSW 2308
ABN	15 736 576 735
Nominated Contact	Simone O'Connor (Project Director)
Contact Details	M: 0416 307 234 | E: simone.oconnor@app.com.au

1.3. Project Description

This Environmental Impact Statement (**EIS**) is submitted to the Department of Planning and Environment (**DPE**) on behalf of the UON and in support of an application for SSD-47749715 at 305 Mann Street, Gosford.

The SSDA seeks consent for:

- Demolition of the existing building and associated structures.

- Earthworks to prepare the site for construction.
- Associated excavation, removal and capping of on-site existing redundant services and augmentation and connection of new services to service the proposal, as required.
- Construction of a new three storey educational establishment building on the western portion of the site, comprising:
  - Approximately 3,726m^2 GFA including:
    - University space: 3,592m^2 GFA
    - Retail: 134m^2 GFA
  - Maximum building height of 23.3m (RL37)
- Operation 24 hours/day, 7 days per week (noting that controlled access will operate during this time, with classes generally running between 8.00am – 9.00pm, Monday-Friday).
- Approximately 2,450m^2 of publicly accessible open space along the western, southern and eastern portion of the site.
- Basement car park with 20 parking spaces and 4 EV charging spaces sleeved against the building.
- Vehicular access to the basement car park via an internal site laneway from Hills Street.
- Service vehicle access from Mann Street to a one-way internal site laneway immediately north of the proposed building, with vehicles exiting via Beane Street.

Figure 3 Photomontage of the proposal

Source: Lyons Architecture

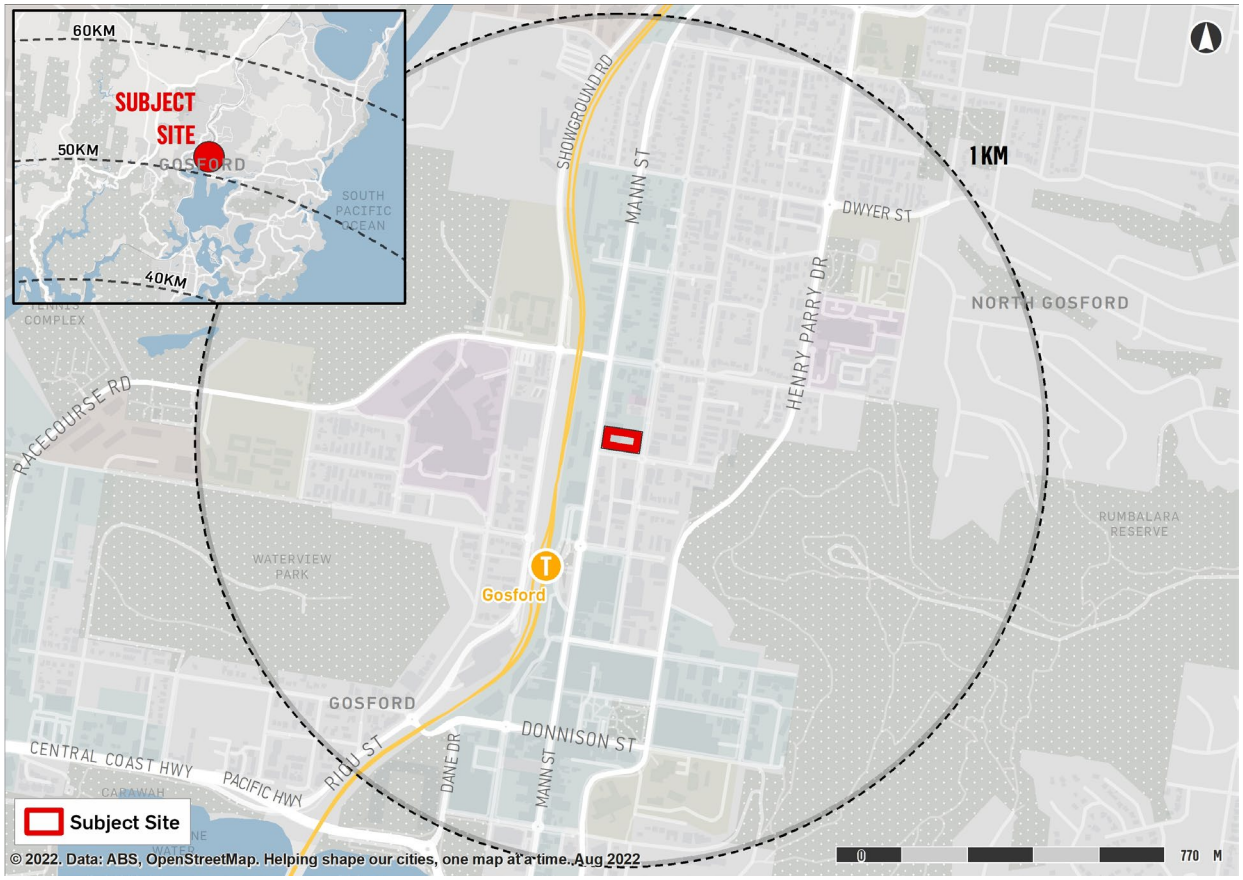
The key objectives for the proposed development and the way in which the project aims to achieve these are summarised in the table below.

Table 2 Project Objectives

Project Objective	Proposed Development
Establish a new health, innovation, and education campus to drive economic growth in the region.	The proposed University campus will help close skills gaps, increase educational participation rates, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
To provide welcoming indoor and outdoor spaces that draw the community in.	The proposed University campus will create many spaces for people to teach, learn and socialise. The industry engagement areas will provide activation for the wider community. The proposed café space and extensive landscaping works, and publicly open space will create opportunities for the wider community to gather. The soft landscape will also be reflective of the local flora and will include local refences to indigenous planting and cultural totems.
To support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.	The proposal provides industry engagement spaces at the ground level that are connected to the community. These spaces will be used for industry networking events.
Deliver an exceptional student experience, preparing graduates for life in an increasingly interconnected society.	The new University campus will create spaces for people to teach, learn and socialise. The industry engagement areas will provide activation areas for the wider community. The proposed café space and extensive landscaping works, and publicly open space will create spaces for the wider community to gather. The soft landscape will also be reflective of the local flora and will include local refences to indigenous planting and cultural totems.
Provide a minimum of a 6-Star Green Star building in line with the University's sustainability goals.	As outlined in the Ecologically Sustainable Development Statement (**Appendix R**), the proposal will target a 6 Star rating under the Green Building Council of Australia's Green Star Buildings tool v1 Rev B. This target is the highest possible rating available under the tool, demonstrating the project team's commitment to ecologically sustainable design.
Achieve Design Excellence.	As outlined in **Section 6.1.1**, the proposal was subject to two workshops and a panel meeting with the City of Gosford Design Advisory Panel (CoGDAP). As outlined in the CoGDAP feedback within the Design Report at **Appendix H**, the design has evolved through feedback sessions with the CoGDAP and achieves Design Excellence in accordance with clause 5.45 of *State Environmental Planning Policy (Precincts–Regional) 2021*.

A map of the site in its regional setting is provided at **Map 1** below.

Map 1 Regional Context



Source: Urbis

1.4. Project Background

In February 2019 the NSW Government committed to a new 'Central Coast Education and Employment Precinct' to compliment the University's Central Coast Medical School and Research Institute and the existing Ourimbah Campus. The project is part of a three-way collaboration between the University, the Federal Government and the NSW Government and is jointly funded by the three parties. The NSW Government has provided the site which is under the management of the Hunter and Central Coast Development Corporation (HCCDC).

This project is seeking to establish a new health, innovation and education campus in the heart of Gosford CBD, aligned with State Government objectives and priorities for the region.

2. Strategic Context

This section of the EIS describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project, each of which are addressed in further detail in **Section 7** of this EIS.

2.1. Project Justification

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. Central Coast Region Plan 2041

The Central Coast Regional Plan 2041 sets the vision for the Central Coast region to create a 'healthy natural environment, flourishing economy and well–connected communities'. To achieve this vision, the Government has set nine objectives. The objectives relevant to the proposal include:

- Objective 3: Create 15-minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities
  - The proposal includes the provision of publicly accessible open space with spaces to sit and gather and food and beverage spaces.
  - The proposal will create new jobs and create a tertiary education opportunity within Gosford city centre.
- Objective 4: An interconnected Central Coast without car-dependent communities.
  - The proposal includes end-of-trip facilities include 53 bicycle parking spots, 10 showers and 64 lockers. The site is located in proximity to Gosford station and bus interchange to encourage public transport usage and active transport for students and staff.
- Objective 7: Reach net zero and increase resilience and sustainable infrastructure:
  - The proposal will achieve a minimum of a 6-Star Green Star building in line with the University's sustainability goals.
- Objective 8: Plan for businesses and services at the heart of healthy, prosperous and innovative communities.
  - The proposal will provide an educational facility to complement the UON Central Coast Medical School and Research Institute and the existing Ourimbah Campus and support the development of the Central Coast Education and Employment Precinct'.
  - The proposal will provide retail/ food and beverage spaces as well as collaboration and event spaces- all of which will support the local economy.

2.1.2. Draft Central Coast Local Strategic Planning Statement

The Draft Central Coast Local Strategic Planning Statement (LSPS), which was released in August 2020, provides a land use vision that seeks to guide sustainable growth and development across the Region to 2036 and beyond.

The 'Gosford CBD revitalisation' is nominated as one of 15 key 'enabling projects' across the LGA. The LSPS sets a vision for Gosford to be the principal City serving the Region, providing high and medium density housing supported by public transport connections, walking and cycling amenity and a high-quality public domain.

This proposal is consistent with the following nominated LSPS 'priorities' for Gosford CBD:

- Planning Priority 2: Prioritise growth in our Regional City Centre and existing centres
  - By expanding its presence on the Central Coast, the UON will play a pivotal role in transforming Gosford into a thriving university-city at the heart of the region. The proposed UON campus will

provide tertiary education options for the local community, generate new jobs and will encourage innovation through the industry event space.

- Planning Priority 4: Renew our centres as places for people.
  - The proposal will transform a disused site in the town centre to a well-designed educational facility with extensive publicly accessible open space and collaboration areas.
- Planning Priority 12: Build the knowledge economy and support health and wellness industries.
  - The proposal is a significant investment in an educational facility, that will support the knowledge economy, provide tertiary education opportunities and create jobs in operation.

2.1.3. Gosford Urban Design Framework

The Gosford Urban Design Framework (UDF) was released in October 2018 and sets a vision for the renewal of the Gosford City Centre. The UDF seeks to provide place-based approaches to strengthening Gosford's role as the regional capital of the Central Coast. The UDF outlines the following four 'opportunities' for the City North region of Gosford:

- For Gosford to be more than an 'event city'. There is the opportunity to enliven City North at all times of the day, and for more locals, regional visitors and tourists.
- To strengthen the image or identity of the city's landscape setting, particularly as the city is approached from the south by car and train.
- To capitalise on the investment in new jobs and homes in City South, helping to bring together the social and economic opportunities in this area.
- To create public connections to a unique and evolving water's edge that supports the identity of the regional capital.

The proposal aligns with these objectives because it will establish a new health, innovation, and education campus in the heart of Gosford that will support the development of the Central Coast Education and Employment Precinct and the ongoing revitalisation of the Gosford CBD.

The industry engagement areas will provide event space for the wider community. The proposed café space and extensive landscaping works, and publicly open space will create spaces for the wider community to gather.

The proposal is considered to maintain strong strategic alignment with the Gosford UDF, noting that it has been independently reviewed by the CoGDAP who were (in part) involved in the creation of the UDF.

2.1.4. Better Placed

In August 2017, the Government Architect for NSW (**GANSW**) released *Better Placed* which seeks to establish priorities and objectives that shape design to create well-designed built environments. It presents a collection of priorities and objectives that aspire to shape design that addresses key challenges and directions and creates good design outcomes for NSW.

This EIS is accompanied by an Architectural Design Report (**Appendix H)** which demonstrates how the proposed development satisfies the objectives of Better Placed, as summarised below:

Table 3 Better Placed objectives

Better Placed Objectives	**Response**
Better Fit – Contextual, local and of its place	The design process was initiated via analysis of the location, site conditions and limitations to establish an appropriate positioning of the building within the context of the site. The proposed development responds to the site context. The urban form has been carefully considered to provide publicly accessible open space to the key entry corner of Mann and Beane Street. The 'L' shape building form provides clear views into learning facilities.

Better Placed Objectives	Response
Better Performance – Sustainable, adaptable and durable	The project is committed to achieving a 6-star 'green star' rating through extensive solar and protective design of the façade systems. The proposed mass timber construction gives the project a low embodied energy content. The materiality of the project is primarily natural material of glass, concrete, terracotta, brick and sandstone, to replicate the scenic character of and materials available in the region.
Better for Community – Inclusive, connected and diverse	The new University campus will create many spaces for people to teach, learn and socialise. The industry engagement areas will provide activation areas for the wider community. The proposed café space and extensive landscaping works, and publicly open space will create spaces for the wider community to gather. The soft landscape will also be reflective of the local flora and will include local refences to indigenous planting and cultural totems.
Better for People – Safe, comfortable and liveable	The proposed campus has been designed to align with the CPTED principles, with low landscape features, night lighting and a secure back of house internal site laneway. The aim is to create a campus atmosphere that includes comfortable seating for retail and student experience and a biophilic space connected to greenery and views. The functions of the building cater to learning, education, engagement activation, a retail cafe and an innovation hub for start-up business – all provide better amenity and opportunities in the Central Coast Region. Site planning puts an emphasis on efficient vehicle and truck movement by providing vehicular access from Hills Street, so that landscaping and safe pedestrian access along Mann Street is not compromised.
Better working – Functional, efficient and fit for purpose	The building design is protected from solar impacts along the northern façade, while the southern façade is open – allowing views over Gosford. Flexible spaces for teaching purposes surround the perimeter that can be changed over time.
Better Value – Creating and adding value	The proposal will add value to the region through University courses and through the high quality and functionality of the proposed public space. The University will help close skills gaps, increase tertiary education opportunities, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
Better look and Feel – Engaging, inviting and attractive	The proposed design provides seating options, active edges, planting and shade to encourage the public to use and stay. The proposed pathways allow people to travel across and through the site. The design of the building opens up to the publicly accessible open space creating a better look and feel. The proposal connects and enhances the existing civic fabric and urban streetscape of Mann Street. The building materiality combines the use of clean lines and high-tech materials that will highlight the reveals and depth in the façade. This then transitions to a more organic, and landscape inclusive environment at the lower levels to create an aesthetically inviting spaces.

Better Placed Objectives	Response
	Included are a series of exploratory concept sketches that were developed into textured elevations. Renders with material selections are provided of the final proposed design.

2.2. Key Features of Site and Surrounds

The site is located at 305 Mann Street, Gosford within the Central Coast local government area. The site was most recently used as a Mitre 10 store and is nominated as a 'key site' under the Gosford City Centre Development Control Plan 2018 (DCP 2018)

The site is legally described as:

- Lots 1, 2, 4, 29, 30, 31 and 32 in Deposited Plan 1591.
- Lot 1 in Deposited Plan 911163; and
- Lot 1 in Deposited Plan 911164.

The site has frontage to Mann Street, Beane Street and Hills Street. The location of the site is illustrated in **Map 2**. Photographs of the current site condition are provided in the **Figure 4** below.

Map 2 Local Context

Source: Urbis

Figure 4 Site Photographs

Picture 1 View of the site from the corner of Mann and Hills Street

Picture 2 View of the site looking west

Picture 3 View of the site looking east

Picture 4 Within the existing building on the site

Source: APP, 2022

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in **Table** 4 below.

Table 4 Key Features of Site and Locality

Descriptor	**Site Details**
Land Configuration	The site is a rectangular shaped allotment of 4,672m². Site boundaries (length and depth): a. Mann Street (primary frontage) – 52m (approx.) b. Hills Street – 52m (approx.) c. Beane Street – 90m (approx.) Topography: The frontage to Mann Street is relatively level, however, it steeply slopes to the east along Beane Street, rising 7.5m along the 90m boundary to Hills Street. A Site Survey Plan is provided at **Appendix II.**
Land Ownership	The site is owned by the Hunter and Central Coast Development Corporation (HCCDC). The UON has entered a Development Deed with

Descriptor	Site Details
	the HCCDC to redevelop the site for a new health, innovation, and education campus.
Existing Development	The double storey building on Mann Street operated as the Gosford Cooperative Citrus Packing House from the 1920s until 1989. This building was most recently tenanted by a Mitre 10 franchise. The building and site have been vacant since 2010 and the buildings are generally in poor condition. There is associated at-grade car park on the corner of Beane Street and Hill Street which is fenced.
Site Access	The site currently contains the (former) Mitre 10 building, which has a main building address to Mann Street. Vehicular access to the site is currently obtained via crossovers on Beane Street and Hills Street.
Development Consent History	A desktop review of the Central Coast Council DA tracker undertaken on 15 December 2022 did not show any recent development applications lodged at the site.
Restrictions and Covenants	There are no restrictions or covenants that apply to the site, refer to the Site Survey Plan at **Appendix II.**
Local Context	The site is located at the northern end of Gosford City Centre. Surrounding development is characterised by a mix of uses, including multi-storey apartment, low and medium scale commercial buildings including various automotive operations. The broader streetscape includes two health precincts associated with Gosford Hospital and Gosford Private Hospital. ▪ **North:** Existing commercial businesses ▪ **East:** Hills Street and existing commercial businesses ▪ **South:** Beane Street and a 7 storey residential complex. ▪ **West:** Directly opposite the site on the western side of Mann Street is a large low-rise warehouse formerly associated with the former use of the site as a fruit distribution warehouse.
Regional Context	The site is in Gosford City Centre, which is known as the capital of the Central Coast region – located approximately 80km north of the Sydney CBD via vehicular transportation. Gosford is the third largest urban area in New South Wales and the civic centre for the Central Coast. Over the past decade, all levels of Government have sought to drive the economic transformation of Gosford and catalyse the revitalisation of the city centre.
Public transport	Gosford Rail Station and Bus Terminal are located within 300m of the site. The bus terminal includes services to Ourimbah, Spencer, Kariong, Wyoming, Woy Woy, Pearl Beach, Empire Bay, Sydney and Newcastle.
Services	The Infrastructure Report prepared by ADP Consulting (**Appendix EE**) identifies the existing infrastructure available to the site, including

Descriptor	Site Details
	electrical services, communications services, water and sewer services and gas services. The proposed infrastructure requirements to service the proposed development are outlined in detail in **Section 6.2.11** of this EIS.
Acid Sulfate Soils	The site is mapped 'Class 5' acid sulfate soils under the *SEPP (Precincts – Regional) 2021.* The site's surface cover comprises a shallow layer of concrete/asphalt and is underlain by sandy clay and gravelly sand fill material. Class 4 acid sulfate soils are present within 500m of the site to the south-east; however, this land is at an elevation of above 16m AHD. Therefore, acid sulfate soils are not considered to be an issue for the proposed development.
Contamination	The Detailed Site Investigation prepared by Kleinfelder (**Appendix Y**) confirms some contaminants have been identified within groundwater at the site. Kleinfelder conclude the site is suitable for development without the need for remediation, however have recommended de-watering mitigation measures to minimise any effects on the local stormwater network.
Flooding	The site is subject to overland flow to the Mann Street Frontage. Flooding up to RL14.21 AHD is observed on Mann Street in the 1% AEP event. Flooding up to RL14.61 AHD is observed on the boundary with the neighbouring commercial building to north. The Flood Planning Level (FPL) is the 1% AEP level in Mann St (RL14.21) plus 0.5m freeboard. This results in an FPL of RL14.71m AHD. As outlined in Section 6.2.6 and **Appendix X,** the proposed development can adequately comply with Central Coast Council flooding requirements, subject to the implemented design measures.
Bushfire Prone Land	The site is not mapped as being bushfire prone. Accordingly, no further assessment is required.
Flora and Fauna	The site currently accommodates several mature trees within the former plant nursery section of the site, refer to the Arboricultural Report at **Appendix L**. A request seeking a waiver for the requirement for a Biodiversity Development Assessment Report (BDAR) was prepared by Umwelt and submitted to DPE on 15 November 2022 (refer to **Appendix Q**). A BDAR Waiver was granted on 9 December 2022 confirming that the proposed development is not likely to have any significant impact on biodiversity values. The BDAR waiver is included at **Appendix Q.**
Aboriginal Heritage	The site is located on Darkinjung land. It has been assessed as being unlikely to contain Aboriginal items or objects, refer to the Aboriginal Cultural Heritage Assessment Report at **Appendix AA**.

Descriptor	Site Details
European Heritage	The existing building on site is identified as a local heritage item under Part 1 Heritage Items, of *State Environmental Planning Policy (Precincts – Regional) 2021.* A Heritage Impact Statement has been prepared by Urbis Heritage **(Appendix T**) which assesses the heritage significance of the site and provides mitigation measures that have been included in the design. Refer to **Section 6.1.6** for further discussion.

Figure 5 Locality Photographs

Picture 5 View looking north from the site on Mann Street

Picture 6 View looking south from the site on Mann Street

Source: Google Maps, 2022

2.3. Cumulative Impacts with Future Projects

Over the past ten years, all levels of Government have sought to drive the economic transformation of Gosford and catalyse the revitalisation of the city centre. The Gosford CBD has been undergoing significant change over recent times, predominantly with new large-scale commercial and residential developments. Approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal are summarised in **Table** 5.

Table 5 Approved and Likely Future Developments

DA Reference	Address	Development Description	Current Status
SSD-21848218	1A Racecourse Road, West Gosford	Concept and Stage 1 mixed-use development comprising 20,207sqm residential GFA, hotel accommodation and 12,532sqm of commercial GFA with carparking.	SEARs received July 2021 – preparing EIS.
SSD-10374	1 Dane Drive, Gosford	Mixed use development, including retail, residential, registered club and ancillary uses with a maximum GFA of 58,280sqm across the site.	SEARs received April 2021 – preparing EIS.

DA Reference	Address	Development Description	Current Status
SSD-47360461	26-30 Mann Street, Gosford	Construction of 19 storey mixed use building comprising approximately 100 apartments and 1,800sqm of retail.	SEARs received August 2022 – preparing EIS.
SSD-47360465	26-30 Mann Street, Gosford	Construction of a 19-storey mixed-use building comprising 350sqm of retail and 9,660sqm of commercial office GFA.	SEARs received August 2022 – preparing EIS.
SSD-10414	8-16 Watt Street, Gosford	Concept plan for a mixed-use development comprising four stages (and total GFA of 80,380sqm).	Response to Submissions
SSD-10321	89 John Whiteway Drive, Gosford	Residential development comprising 4 residential flat buildings and 260 units.	Approved October 2021

The potential cumulative impacts of the project are addressed in **Section 6** of the EIS in accordance with the DPIE *Assessing Cumulative Impacts* guidelines.

2.4. Agreements with Other Parties

The site is owned by HCCDC. The UON has entered a Development Deed with the HCCDC to redevelop the site for a new health, innovation, and education campus.

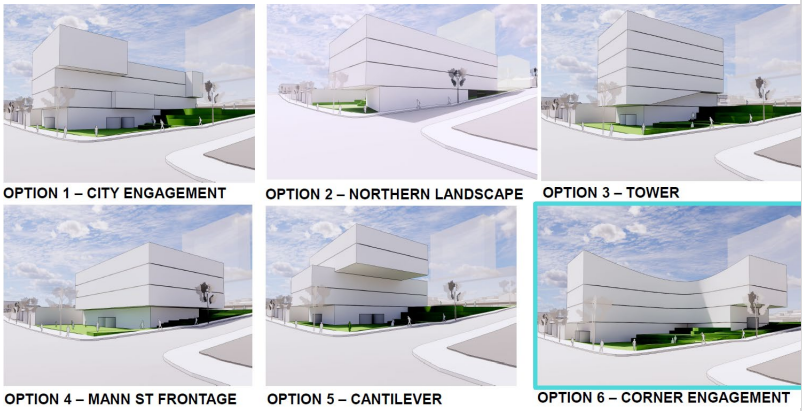
2.5. Feasible Alternatives

Clause 192(c) of the *Environmental Planning and Assessment Regulation 2021* requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

UON identified three project alternatives which were considered in respect to the identified need for the new university campus. The massing options study is outlined in detail on page 10 of the Design Report at **Appendix H**. The key design options are summarised and discussed in the following table.

Table 6 Project Alternatives

Option	Assessment
Option 1 – Do Nothing	This option was discarded as it did not make use of significant investments from the NSW Government, which had committed to a new 'Central Coast Education and Employment Precinct' and provided the site. The do-nothing option would also fail to capitalise on Federal and State government funding commitments for the project.
Option 2 – Alternative Design Options	At the City of Gosford Design Advisory Panel (CoGDAP) workshop on 14th September 2022, the design team presented six massing studies to the panel. These explored different arrangements of building massing, height, provision of open space and street address. All scenarios preserved the eastern

Option	Assessment
	part of the site on the corner of Hills Street and Beane Street for potential future development of an additional building for the University. The design team identified that Option 6 ‘corner engagement’ was the preferred design.  The Corner Engagement model consisted of an L-shaped footprint over 3 storeys. This provided an address for the University on both Mann Street and Beane Street and a highly visible publicly accessible landscape area on the corner of Mann Street and Beane Street. This format and massing met the spatial requirements of the University and the budget for the project. The CoGDAP encouraged the design team to explore other massing options to increase solar access to the proposed publicly accessible open space within the south-west portion of the site.
Option 3 – Final Design 	As an outcome of further design development and feedback from the CoGDAP workshops, the building was setback from Mann Street to improve solar access to the public domain. Testing of the building form identified that an additional 6m from Mann Street was an appropriate setback to improve solar access to the proposed publicly accessible open space and also to deliver the required GFA and floorplates within the building. The final built form was proposed because it provides multiple significant street addresses for the campus and a generous public open space, addresses the Gosford City Centre and embraces the natural local landmarks. The lower scaled building will increase pedestrian interaction at street level and also provide larger more flexible floorplates for adaptability into the future. The site layout also preserves the eastern part of the site for potential development in future (subject to a separate future development application).

3. Project Description

The following sections of the EIS summarise the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1. Project Overview

The key components of the proposed development are summarised in **Section 6**. A copy of the architectural concept drawings is provided at **Appendix G**.

Table 7 Project Details

Descriptor	Project Details
Project Area	The site has a total area of 4,672m^2. The entire site is to be utilised for the proposed development.
Site Description	▪ Lots 1, 2, 4, 29, 30, 31 and 32 in Deposited Plan 1591. ▪ Lot 1 in Deposited Plan 911163; and ▪ Lot 1 in Deposited Plan 911164.
Project Description	The proposal comprises the demolition of all existing structures, site preparation, bulk earthworks, augmentation and connection of new services infrastructure provision and the design, construction and operation of an educational building, open space and associated retail and café. The new educational building is to form part of the future UON Campus, Gosford.
Gross floor area (GFA)	Total GFA of 3,726m^2, comprising: ▪ University space: 3,592m^2 ▪ Retail: 134m^2
Maximum Height	23.3m
Parking Spaces	24 spaces, consisting of: ▪ 20 spaces within a basement level ▪ 4 electric vehicle (EV) spaces within the northern internal site laneway adjacent to the building.
Bicycle Parking	53 spaces
Publicly Accessible Open Space	2,450m^2
Capital Investment Value	$55,365,000, refer CIV at **Appendix F.**

Figure 6 Photomontage of the proposal

Source: Lyons Architecture

3.2. Detailed Description

The SSDA seeks consent for:

- Demolition of the existing building and associated structures.
- Earthworks to prepare the site for construction.
- Associated excavation, removal and capping of on-site existing redundant services and augmentation and connection of new services to service the proposal, as required.
- Construction of a new three storey educational establishment building on the western portion of the site, comprising:
  - Approximately 3,726m^2 GFA including:
    - University space: 3,592m^2 GFA
    - Retail: 134m^2 GFA
  - Maximum building height of 23.3m (RL37)
- Operation 24 hours/day, 7 days per week (noting that controlled access will operate during this time, with classes generally running between 8.00am – 9.00pm, Monday-Friday).
- Approximately 2,450m^2 of publicly accessible open space along the western, southern and eastern portion of the site.
- Basement car park with 20 parking spaces and 4 EV charging spaces sleeved against the building.
- Vehicular access to the basement car park via an internal site laneway from Hills Street.
- Service vehicle access from Mann Street to a one-way internal site laneway immediately north of the proposed building, with vehicles exiting via Beane Street.
- The campus is expected to accommodate approximately 660 students and 48 staff.

The site layout has been planned so as to not preclude the potential future development of the eastern part of the site for potential academic purposes and/or student accommodation. Development consent for this future project is not sought under this SSDA and it would be the subject of a future separate development application, however a site analysis has been prepared within the subject application demonstrating the capability of this future development.

3.2.1. Project Area

The site has an area of approximately 4,672m² and the entire site will be developed. The site area is shown in the figure below.

Figure 7 Project area

Source: Urbis

3.2.2. Physical Layout and Design

3.2.2.1. Site Layout

The proposed site layout includes the following:

- An L-shaped building addresses the approach from the CBD and train station. The building orientation provides multiple street addresses also allows for a significant public 'Industry Engagement' space to Mann St (double height) with a more low-scale entry to Beane Street.
- Key public urban space on the south-west corner and additional publicly accessible landscape area to the east of the building addressing Hills Street.
- Car parking provided underneath the building accessed via a vehicular crossover from Hills Street
- Service vehicle access provided via Mann Street to a one-way internal site laneway, with vehicles exiting to Hills Street.

3.2.2.2. Design and Built Form

The design strategy for the proposed development is based on five key design principles, as outlined below.

1. **University Campus in Gosford:**

- The proposal will create a sense of address and arrival at a key destination.
- The proposal will be highly porous and will have a connected ground floor plane to the street and landscape.
- The design includes a generous and diverse landscape design.
- The servicing strategy is integrated into the site.

2. **Reflecting the site context:**

- The proposed built form is intended to reflect an eroded form out of the main site block.
- The shape of the building prioritises key views to Brisbane Waters and the Gosford CBD.

3. **Engaging the local:**

- The key public urban space is positioned in the south-west corner of the site.
- The proposed built form allows for two entries to the building from Mann Street and Beane Street, which increases engagement from both streets.

4. **Scale and setbacks**

- The proposed three storey building form is of a scale that is humanised for the precinct and readily accessed from the south where most pedestrian traffic will come from. The active frontages will create a human scale for visitors to the development.
- The proposed building is setback from the northern boundary to create a servicing laneway with back of house services. Vehicle access is restricted to this portion of the site to minimise any impacts to pedestrians.
- The proposed built form has been setback 6m from the Mann Street frontage following advice from CoGDAP meetings. The setback improves solar access along this frontage and to the proposed publicly accessible open space in the south-west portion of the site.

5. **Street activation:**

- The Mann Street frontage includes extensive landscaping to provide integrated seating, local planting species and a verandah area for more seating adjacent to the industry engagement area.

The proposed external materiality will consist of high-quality and durable materials. The lower colonnade of the built form will be constructed with mass timber, formed Class 2 concrete and high-performance double glazing. The mass elements below the cores of the building will be brickwork – either salvaged from the heritage buildings on site, or if not suitable, from high-quality Gosford sourced brickwork/sandstone blocks.

From the corner of Beane and Mann Street, the full public open space interacts with the internal spaces of the proposed building through the curved glass façade. This curved overhang also provides a covered space around the building to allow access in inclement weather. The upper levels of the building have 4.6m floor-to-floor heights, providing open spaces within the timber structure for teaching and learning.

Figure 8 Photomontage of the upper levels

Source: Lyons Architecture

3.2.2.3. Functional Planning

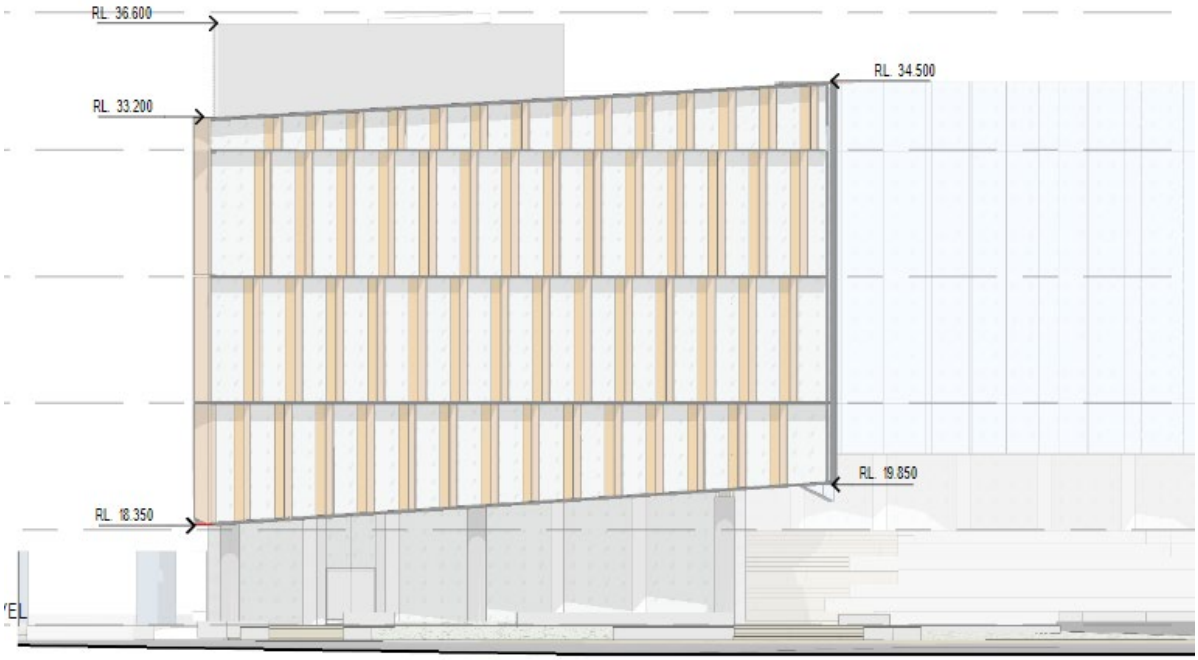
The functional planning of the proposed development is outlined in the table below.

Table 8 Detailed Description

Floor	Proposed Development
Ground level	▪ The ground level contains the back-of-house functions, under-building parking spaces and end-of-trip facilities. ▪ A new internal site laneway runs along the northern side of the site which provides separate entry for vehicular and truck access to the building. This laneway is one way from Mann Street with egress to Hills Street. ▪ The vehicle access point from Hills Street provides access to 20 basement car spaces. Four EV charging spaces are sleeved next to the building. ▪ Alongside the vehicle access point is roller door access for loading and waste collections. ▪ The end-of-trip facilities within the ground level includes 53 bicycle parking spots, 10 showers and 64 lockers. ▪ The Mann Street frontage includes a café area and industry engagement space. ▪ The Mann Street frontage incorporates a double height space, as shown in the western elevation below.
Level 1	▪ Seminar room and student experience areas. The Beane Street frontage includes a retail space and large forecourt area.
Level 2	▪ Teaching and learning spaces and student experience spaces.

Floor	Proposed Development
Level 3	▪ Workshop and innovation hub area. ▪ Teaching and learning spaces and student experience spaces. Ability for two teaching and learning spaces to be transformed with an operable wall into a large seminar space.
Roof Level	▪ Lift access to the plant and services on the rooftop ▪ Solar panels and garden spaces.

Figure 9 Western Elevation Plan



Source: Lyons Architecture

3.2.3. Landscaping

The proposal incorporates various landscaping initiatives allowing for integrated seating, local planting species, and a verandah area for seating adjacent to the industry engagement and café space.

The landscaping/public domain concept includes the following key aspects:

- A high-quality public street interface to the site perimeter, which establishes the street tree canopy cover and planting. The community urban verandah includes seating and occupiable spaces that enhance a sense of place and connection to the Gosford community.
- The Civic valley square includes the activation of the Mann Street frontage.
- Lawn area on the eastern portion of the site.
- The rooftop area includes areas solar panels and planting.

Figure 10 Photomontage of the western verandah

Source: Lyons Architecture

Figure 11 Landscape Site Plan

Source: McGregor Coxall

3.2.4. Parking and Access

Consent is sought for the following parking provision and access arrangements:

- One vehicular crossover from Mann Street for service vehicles, Service vehicles are to exit the site via a one-way laneway north of the building to Hills Street.

- Two-way vehicular crossover from Hills Street providing access/ egress to:
  - 20 car parking spaces
  - 4 EV charging spaces

3.2.5. Uses and Activities

The proposal is for the use of the building as educational establishment with retail and café space.

- Core teaching hours are 8.00am – 9.00pm.
- Controlled access to the building by staff is to be provided 24 hours a day, 7 days a week.

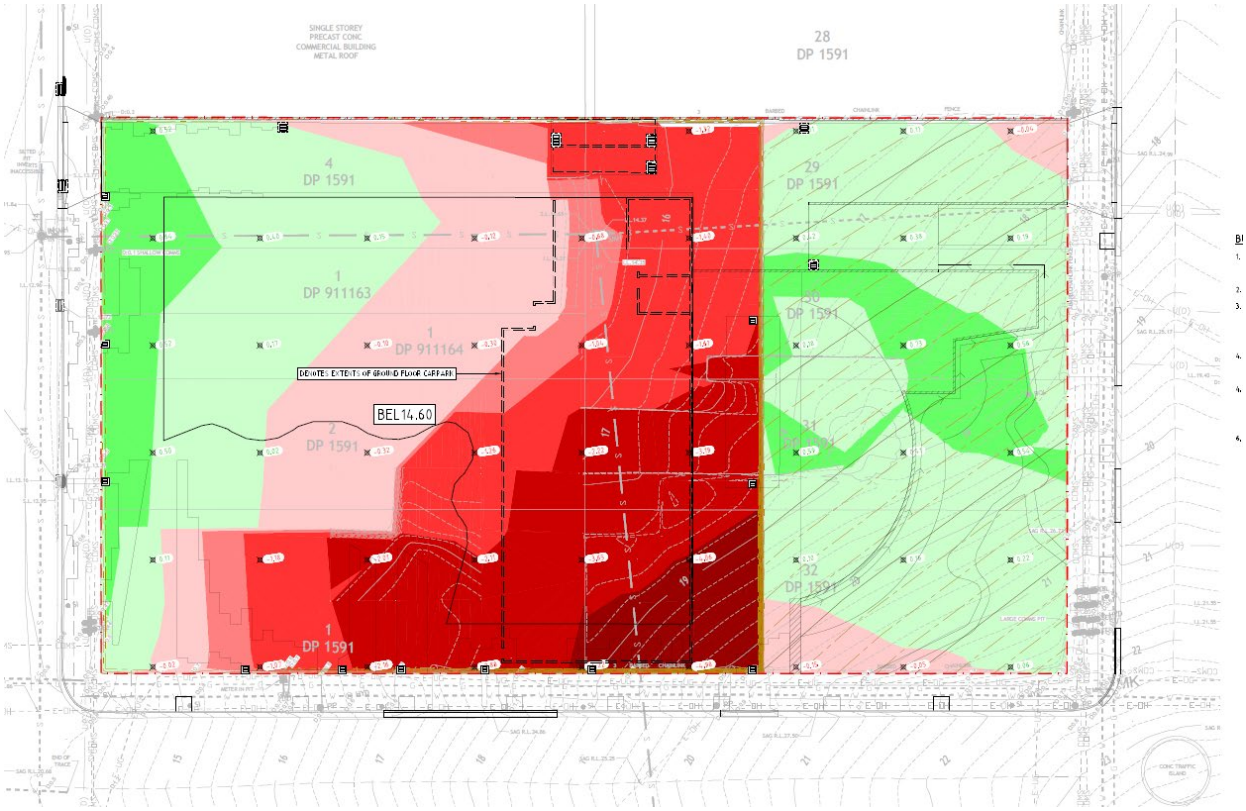
3.2.6. Demolition and Earthworks

Consent for demolition of all the existing buildings within the site and removal of the hardstand is sought under this application. A Bulk Earthworks plan has been prepared by Northrop (**Appendix W**). Following building demolition, the following bulk earthworks are required:

- Cut: 3,757m³
- Fill: 730m³.

The primary drivers for the proposed earthworks levels are providing a suitable building surface on the sloping site and achieving the required flood planning levels.

Figure 12 Cut and Fill Plan



Source: Northrop

3.2.7. Stormwater Management

Stormwater runoff will be collected by the proposed minor / major stormwater management system which will incorporate the use of a treatment train of gross pollutant traps (GPTs) and proprietary filtration cartridge devices to mitigate any increase in stormwater pollutant load generated by the proposed development. An overland flow path will be provided along the northern and southern boundaries of the site that flows from Hills Street to Mann Street.

A rainwater tank and an on-site detention (OSD) tank are proposed to limit post development flows from the proposed development site to less than or equal to pre-development flows for all storm events up to and including the 1% AEP storm event. The proposed stormwater management outcomes for the site are described in the accompanying Civil Water Cycle Management Report (**Appendix V).**

3.2.8. Development Timing

The demolition and construction associated with the project will be managed in accordance with the preliminary Construction Environmental Management Plan (CEMP) at **Appendix GG** .

The development is proposed to be carried out in three phases consisting of:

- Demolition, earthworks and infrastructure provision
- Building construction and fitout
- Landscaping and finishing works

Construction is anticipated to commence in late 2024 (subject to development approval) and involve up to a 12-18 month construction programme.

4. Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (**EPBC Act**)
- *NSW Biodiversity Act 2016* (**BC Act**)
- *Environmental Planning and Assessment Act 1979* (**EP&A Act**)
- *Environmental Planning Assessment Regulation 2021* (**the Regulations**)
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (**Biodiversity and Conservation SEPP)**
- *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**)
- *State Environmental Planning Policy (Resilience and Hazards) 2021* (**Resilience and Hazards SEPP**)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**Transport and Infrastructure SEPP**)
- *State Environmental Planning Policy (Precincts – Regional) 2021 (***Precincts SEPP***)*

The following tables categorise and summarise the relevant requirements in accordance with the DPE guidelines. They identify the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. Statutory Requirements

Table 9 categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

Table 9 Identification of Statutory Requirements for the Project

Statutory Relevance	**Action**
Power to grant approval	In accordance with Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 (**Planning Systems SEPP)** development that has a capital investment value (CIV) of more than $50 million for the purpose of a tertiary institution is classed as State significant development: *15 Educational Establishments* *(3) Development for the purposes of a tertiary institution, including an associated research facility, that has a capital investment value of more than $50 million.* The proposed works have an estimated CIV of $55 million (refer **Appendix F**) and accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.
Permissibility	The site is zoned B4 (Mixed Use) under *the State Environmental Planning Policy (Precincts – Regional) 2021*(**Precincts SEPP**). Educational establishments are permitted with consent in the B4 zone. Therefore, the proposal is permissible with development consent.
Other approvals None identified.	

4.2. Pre-Conditions

Table 10 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 10 Pre-Conditions

Statutory Reference	Pre-condition	Relevance	Section in EIS
State Environmental Planning Policy (Resilience and Hazards) 2021 clause 4.6(1)	A consent authority must be 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.	The Detailed Site Investigation prepared by Kleinfelder (**Appendix Y**) confirms some contaminants have been identified within groundwater at the site. Kleinfelder conclude the site is suitable for development without the need for remediation, however have recommended de-watering mitigation measures to minimise any effects on the local stormwater network.	**Section 6.2.8**

4.3. Mandatory Considerations

Table 11 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 11 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	**Appendix C**
Section 4.15	Relevant environmental planning instruments: State Environmental Planning Policy (Planning Systems) 2021	**Section 1**
	State Environmental Planning Policy (Transport and Infrastructure) 2021	**Section 6.1.4**
	State Environmental Planning Policy (Biodiversity and Conservation) 2021	**Appendix C and Q**

Statutory Reference	Mandatory Consideration	Section in EIS
	State Environmental Planning Policy (Resilience and Hazards) 2021	**Section 6.2.6** and **Appendix Y**
	State Environmental Planning Policy (Precincts—Regional) 2021 (Chapter 5 – Gosford City Centre) is the principle environmental planning instrument relevant to the site.	**Appendix C**
	Relevant draft environmental planning instruments Draft State Environmental Planning Policy (Remediation of Land)	**Appendix Y**
	Relevant planning agreement or draft planning agreement None relevant to the proposal	N/A
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	**Section 6**
	The suitability of the site for the development	**Section 7**
	Any submissions made	N/A
	The public interest	**Section 7**
Mandatory relevant considerations under EPIs		
SEPP (Resilience and Hazards) 2021	Clause 7 states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.	**Section 6.2.8** and **Appendix Y**
SEPP (Transport and Infrastructure) 2021	The proposed development constitutes traffic-generating development in accordance with clause 3.58 and Schedule 3 of the SEPP.	**Appendix C**
Considerations under other legislation		
BC Act – section 7.14	A request seeking a waiver for the requirement for a Biodiversity Development Assessment Report was prepared by Umwelt and submitted to DPE on 15 November 2022 (refer to **Appendix Q**). A BDAR Waiver was granted by DPE on 9 December 2022.	**Section 6.2.3** and **Appendix Q**.
Development Control Plans		
Gosford City Centre DCP 2018	Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made	**Appendix C**

Statutory Reference	Mandatory Consideration	Section in EIS
	before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the DCP 2018 for this SSDA. Notwithstanding this, consideration has been given to the following provisions: ▪ Part 1 – Introduction ▪ Part 3 – Places and Character ▪ Part 4 – Public Spaces ▪ Part 5 – Built Form ▪ Part 6 – Key Sites ▪ Part 7 – Access and parking.	

5. Community Engagement

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved. Community and stakeholder engagement has been undertaken by the Project Team and Urbis in the preparation of the SSDA. This included direct engagement and consultation with:

- Department of Planning and Environment – Regional Assessments team
- Environment, Energy and Science Group (EESG)
- Government Architect NSW (Through the City of Gosford Design Advisory Panel)
- Transport for NSW (TfNSW)
- Heritage NSW
- Ausgrid
- Central Coast Council
- Adjoining sites and land owners
- Community groups.

The following actions were taken to inform the community regarding the project and seek feedback regarding the proposal:

- Newsletter outlining key features of the proposal and inviting feedback. Letterbox dropped to 3,500 households and businesses surrounding the site.
- A dedicated 1800 number and project email.

This engagement is consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects* and complies with the community engagement requirements in the SEAR as summarised below:

- Details of how issues raised, and feedback provided during engagement activities have been considered and responded to in the development
- Details of the proposed approach to future community and stakeholder engagement based on the results of consultation.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPE has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

5.1. Government Agencies and Other Stakeholders

The applicant and their consultants have engaged in one-on-one briefings with the relevant Government agencies throughout the SSDA process as outlined in the table below.

Feedback	**Project Response**
Department of Planning Regional Assessments Team – Briefing meeting on 11 August 2022	
▪ Notify the Department when the SSDA is lodged. ▪ Reminder that this SSDA requires a Registered Environmental Assessment Practitioner (REAP) to review EIS.	▪ The SSDA will be emailed to the Department for test of adequacy review before formal SSDA lodgement through the Major Projects portal. ▪ The EIS will be reviewed and signed by a REAP.

Feedback	Project Response
▪ Confirmed the process for submitting a Biodiversity Assessment Report waiver.	▪ An application for a BDAR Waiver was lodged on 15 November 2022 and the BDAR Waiver was granted by DPE on 9 December 2022.
Environment, Energy and Science Group	
Environment, Energy and Science Group requested an arborist report to support the application for a BDAR waiver.	An Arboricultural Impact Assessment has been prepared and is provided at **Appendix L.** Refer to Section 6.2.1 for further discussion.
Government Architect NSW – City of Gosford Design Advisory Panel ▪ Briefing Session – 24 August 2022 ▪ Workshop #1 – 14 September 2022 ▪ Workshop #2 – 12 October 2022 ▪ Pre-Lodgement Panel Meeting – 10 November 2022.	
Key issues discussed in the COGDAP have been outlined in the Architectural Design Report. Refer to Section 6.1.1 of this EIS for this detail.	UON has addressed feedback received for Government Architect NSW in the Architectural Design Report and is summarised in Section 6.1.1. The University will continue to consult with Government Architect NSW as plans progress and offer the opportunity to comment/ provide feedback on plans.
Transport for TfNSW	
A detailed Traffic and Transport Assessment has been prepared by SECA (traffic consultant) and shared with the Development Services Team within TfNSW for review on 12 December 2022.	UON is awaiting feedback from TfNSW on the Traffic and Transport Assessment. UON will address feedback from TfNSW on the Traffic and Transport Assessment once received. The University will also continue to consult with TfNSW as plans progress and offer the opportunity to comment / provide feedback on plans. TfNSW will also have the opportunity to provide further feedback post lodgement.
Heritage NSW	
Urbis heritage consultants (on behalf of the UON) consulted with Heritage NSW throughout the preparation of the ACHAR including to request a list of Aboriginal stakeholders who may wish to register for the project on 22 August 2022.	Heritage NSW will review the ACHAR following the lodgement of the SSDA as part of the assessment process.
Ausgrid	

Feedback	Project Response
The proposal was sent to Ausgrid in October 2022. Ausgrid issued project Design Offer on 2 November 2022. Based on the project Design Offer, ADP Consulting prepared the project proposed design scope and submitted to Ausgrid on 6 Dec 2022.	At the time of lodgement, the project team are awaiting a response from Ausgrid regarding the project proposed design scope. This can be finalised during detailed design following approval.
Central Coast Council Briefing meeting on 25 October 2022 and pre-DA meeting on 8 December 2022	
▪ Support for the proposal and investment in Gosford ▪ Undergrounding of power lines and services is a positive ▪ Landscaping between the site and adjacent site to the north	The support from Council has been noted. The University will continue to consult with Central Coast Council as plans progress and offer the opportunity to comment / provide feedback on plans. The University is in ongoing discussions with Council in relation to the streetscape interface. Central Coast Council will have the opportunity to review the plans submitted to DPE as part of the SSDA submission post lodgement.
▪ Noted that there was a sewer main running through the site ▪ Council note that the proposal should consider flooding and water cycle management.	Contact has been made between Council's flooding engineer, the project engineer Northrop and the design team. Existing services and infrastructure have been identified in the Infrastructure Services Report prepared by ADP, which is **Appendix EE** of this EIS. A flooding assessment has also been prepared and water cycle management/ water sensitive urban design principles are incorporated into the landscape design.
▪ Details of the potential contamination of the subject site needs to be provided as part of the development application.	The Detailed Site Investigation prepared by Kleinfelder (**Appendix Y**) confirms some contaminants have been identified within groundwater at the site. Kleinfelder conclude the site is suitable for development without the need for remediation, however have recommended de-watering mitigation measures to minimise any effects on the local stormwater network.
▪ The proposed educational establishment is required to address the controls under Part 3.5 of the Transport and Infrastructure SEPP.	This is provided in Appendix C – Statutory Compliance Assessment.

Feedback	Project Response
▪ This application will be required to be referred to Transport for NSW (TFNSW) for their consideration. It is suggested to contact TFNSW regarding the proposed development prior to lodging the DA. ▪ A Traffic and Parking Assessment report addressing car parking is required which demonstrates that suitable car parking is provided on site and that the proposal will not have an impact on car parking and traffic within the area. The application will also require referral to Sydney Trains.	The proposed development constitutes traffic-generating development in accordance with clause 3.58 and Schedule 3 of the SEPP and will be referred to TfNSW during the exhibition period.
▪ The report is to address the objectives of the B4 mixed use zone.	The objectives of the B4 Mixed Use zone are: ▪ *To provide a mixture of compatible land uses.* ▪ *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.* ▪ *To encourage a diverse and compatible range of activities, including commercial and retail development, cultural and entertainment facilities, tourism, leisure and recreation facilities, social, education and health services and higher density residential development.* ▪ *To allow development in Point Frederick to take advantage of and retain view corridors while avoiding a continuous built edge along the waterfront.* ▪ *To create opportunities to improve the public domain and pedestrian links of Gosford City Centre.* ▪ *To enliven the Gosford waterfront by allowing a wide range of commercial, retail and residential activities immediately adjacent to it and increase opportunities for more interaction between public and private domains.* ▪ *To protect and enhance the scenic qualities and character of Gosford City Centre.* The proposal will create tertiary education opportunities and employment in the Gosford City Centre. The proposal includes end of trip facilities and limited car parking to encourage active transport. The proposal also includes the

Feedback	Project Response
	delivery of high quality publicly accessible open space for the wider community.
▪ Council's Architect raised no concern in relation to the demolition of the existing structure on site, as the value of the heritage item has been diminished over the years. ▪ The removal/demolition of the heritage item is to be justified within the SEE and Heritage Impact Statement. ▪ In addition, an Aboriginal Due Diligence Assessment should be undertaken to determine that the proposed development will not have any impact on any Aboriginal history of the site.	Noted and accepted. The demolition of the existing building on the site is justified within the Heritage Impact Statement at **Appendix T** and **Section 6.1.5** of this EIS. An Aboriginal Due Diligence Assessment has been prepared by Urbis Heritage and is provided at **Appendix AA**. The report concluded there are no Aboriginal sites registered on the Aboriginal Heritage Information Management System (AHIMS) within the subject area. Urbis Heritage has provided an unexpected finds procedure to be implemented in construction.
▪ The area of the proposed works is mapped as potentially containing class 5 acid sulfate soils, therefore, the provisions of Clause 7.1 of CCLEP 2022 are to be addressed.	Kleinfelder found that Class 4 acid sulfate soils are present within 500m of the site to the south-east; however, this land is at an elevation of above 16m AHD. Therefore, acid sulfate soils are not considered to be an issue for the proposed development.
▪ The proposal must demonstrate how compliance is achieved with the provisions of Clause 5.45 (4) which may by a design verification statement by a qualified and registered architect.	A full compliance assessment is provided at **Appendix C**. In summary, through the CoGDAP process, the proposal has demonstrated that it will achieve design excellence.
▪ A Traffic and Parking Assessment report which addresses car parking is ▪ required demonstrating that suitable car parking is provided on site and elsewhere within the vicinity of the development.	A Parking and Transport Assessment has been prepared by SECA Solution and is included at **Appendix K.** The Parking and Transport Assessment evaluates the anticipated transport implications of the proposal during construction and operational stages.
▪ The boundary along Mann Street is identified as requiring an active street frontage. It is to be demonstrated that the proposal provides an active street frontage in accordance with the controls of the SEPP.	The proposal provides active street frontages to Mann Street and Beane Street. The Mann Street frontage is landscaped to provide integrated seating, local planting species, as well as a defined 'street' and higher 'verandah' for more relaxed seating space adjacent to the industry engagement and café space.

Feedback	Project Response
▪ The objective of this clause is to protect and enhance key vistas and view corridors in Gosford City Centre. Provide an assessment in your Statement of Environmental Effects as to how views and vistas are achieved by the proposed units and also how views and vistas are affected on neighbouring and adjacent properties.	The shape of the building mass addresses the Gosford City Centre and embraces the natural local landmarks, which will allow vistas of Brisbane Waters, Presidents Hill & Mount Mouat.
▪ Any signage proposed as part of the development is required to address the provisions outlined within this policy within the Statement of Environmental Effects. Details of any proposed signage is required to be provided on the submitted architectural plans.	No signage is proposed.
▪ The design of the proposed development is to demonstrate with the provisions of Gosford City Development Control Plan 2018.	A full compliance assessment of the Gosford City Development Control Plan is provided at **Appendix C**.
▪ A report is required to ensure the proposal has been designed following consideration of the Crime Prevention through Environmental Design (CPTED) strategies relating to surveillance, access control, territorial reinforcement and space management.	The proposed campus has been designed to align with the CPTED principles, with low landscape features, night lighting and a secure back of house internal site laneway. A CPTED Report is provided at **Appendix P**, which makes recommendations relating to crime prevention elements and treatments to be incorporated in the development design to minimise risk or opportunities for crimes to occur.
▪ The proposed redevelopment of the site is to be consistent with all relevant Directions under the Central Coast Regional Plan 2036	The proposal is consistent with the directions under the Central Coast Regional Plan 2036, as outlined in **Section 2.1.1** of this EIS.
▪ An existing VC sewer main exists within the site to service the existing nine allotments. This main can be removal as connection can be achieved from Mann Street.	The project team have been consulting with Central Coast Council. ADP Consulting propose to extend the existing sewer main along the south side of Beane Street to connect into Ø150 sewer main on Mann Street. This will serve as the new connection for the site. This will be confirmed by Central Coast Council upon application of the Section 305.
▪ The existing nine allotments will be required to consolidate into a single	Noted and accepted.

Feedback	Project Response
lot prior to the issue of an Occupation Certificate.	
Traffic and Transport The future proposal shall be supported by a Traffic Impact Assessment to address the following: ▪ Vehicular traffic and pedestrian generation upon the existing road and footpath network. ▪ Justification of the provided car parking spaces within development. ▪ Carparking and vehicle manoeuvring from the proposed laneway into the basement area. ▪ The proposed laneway connection to Mann Street and Hill Street for ingress and egress movements. Note: Sight distance calculations shall be detailed on the preliminary engineering plans. ▪ Service vehicle access and manoeuvring within the loading dock area, laneway and connections from Mann Street and Hill Street. Ideally for pedestrian safety considerations - any truck access including waste servicing vehicles should be travelling in a forward direction. Council's Traffic and Transportation Engineer is generally supportive of the proposed truck access lane at the northern end of the site between Mann Street and Hill Street.	A Parking and Transport Assessment has been prepared by SECA Solution and is included at **Appendix K.** The Parking and Transport Assessment addresses each of Council's requirements.
Urban Design The site is zoned for a height of 60m and an FSR of 5:1. It is understood that this is a civic rather than a commercial building, however a taller building with greater density would be acceptable and appropriate in this context and may	The site layout has been planned so as to not preclude the potential future development of the eastern part of the site for potential academic purposes and/or student accommodation. Development consent for this future project is not sought under this SSDA and it would be the subject of a future separate development application, however a site analysis

Feedback	Project Response
emphasise its importance in the streetscape.	has been prepared within the subject application demonstrating the capability of this future development.
The proposal complies with setback controls and provides generous deep soil areas and landscaping however there is concern that there is no landscaping along the majority of the northern boundary and internal driveway to provide screening to and from any future residential development of the site to the north.	Landscaping is provided along the western portion of the internal driveway. The full width of the driveway beyond this is required for truck swept paths. The northern portion of the floor plan incorporates the majority of the building services (storage rooms, fire stairs, electrical communication systems and lifts). Sunshade fins are incorporated along the northern elevation that will also increase privacy to the northern neighbour.
There are currently overhead power lines and services within the footpath that will impact the placement of street trees. The proposal to underground power is strongly supported. Consult with council on the location of water and sewer services to ensure street trees do not impact on these. Street trees in bulge outs in the road reserve will increase footpath width and access and are supported.	The Proponent will continue to communicate with Council during the detailed design phase regarding the location of water and sewer services.
A future pedestrian connection between Mann Street and the hospital in Showground Road would significantly improve connections between the west and east sides of the railway line and is strongly supported.	This is noted but does not form part of the scope or site.
The site opposite on the western side of Mann Street (290-300 Mann Street) has an approval under DA/49556/2016 (refer to Figure 8 and 9) that may affect solar access to the site.	The solar access plans within the Design Report at Appendix H demonstrate the proposed scheme achieves solar access to 57% of the proposed public open space for 4 hours or more between 9am and 3pm at the winter solstice.
Whilst new streetscape guidelines are currently being drafted it is recommended you take into consideration the attached Streetscape Design Guidelines, prepared by Oculus, dated September 2011.	The Streetscape Design Guidelines have been reviewed by the project team.
Waste Management ▪ Location of truck for servicing bins needs improvement as the bin store is proposed to be accessed where	Waste Management Plans (WMP) have been prepared by Elephants Foot for the construction phase and the operational phase of the proposed development (Appendix Z). The reports identify the estimated waste and management, minimisation and storage requirements which

Feedback	Project Response
the front of the truck is parked. To reduce bin travel and WHS risk, the rear of the truck must be as close as possible to where the bins will be collected. ▪ The Waste Management Plan will, in addition to complying with the relevant waste guidelines, need to include the proposed internal waste service methodology and pathways. ▪ Truck turning pathways turning into the service road, cannot cross centre line of the entrance and exits roads.	reflect best-practice and promote strong sustainability initiatives. The Waste Management Plans and Parking and Traffic Assessment include swept paths that show a private waste collection truck can adequately service the development.
Water and Sewer ▪ Water and sewer are available to the land. ▪ Water and Sewer does not support the existing gravity sewer main to be located within the proposed underground car park. Therefore, the proponent will be required to relocate the sewer outside of the proposed development footprint. ▪ The proposed vehicle crossing from Mann Street will likely impact the existing AC water main. The proponent will be required to physically confirm the depth and alignment of this main by using non-disruptive method (e.g. hydro excavation). This information will need to be provided to Council for further review in relation to the proposed VAC.	The Proponent will continue to communicate with Council during the detailed design phase regarding the location of water and sewer services.

5.2. Community Views

Urbis Engagement distributed a community newsletter on 17 November 2022 to 3,500 residents and businesses surrounding the site. Two residents responded to the engagement email or phoneline, of which one submission was of support. The level of response in proportion to the distribution of newsletters and indicates the proposal is not (to date) attracting strong community interest. The two responses are summarised and responded to in the table below.

Table 12 Community Feedback

Key Issue	Respondent	Applicant Response
Economic, Environmental and Social Impacts		
Traffic and Parking	Request parking is adequately addressed (not just rely on bicycles, buses and carpool).	The provision of onsite parking meets the proposed staffing numbers and is balanced by active strategies to encourage students and staff to use nearby public transport.
Justification and Evaluation of Project as a Whole		
Support for the proposed campus	Support the new university campus and the revitalisation of the site.	Noted.

5.3. Engagement to be Carried out

The University of Newcastle welcomes feedback on the proposal. The University will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases by:

- Providing information through a letterbox drop outlining how the community's views have been addressed in the EIS.
- Enabling the community to seek clarification about the project through the two-way communication channels (engagement email and 1800 number).

6. Assessment of Impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts. Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (**Appendix A**).
- Statutory compliance table identifying where the relevant statutory requirements have been addressed (**Appendix C**).
- Community engagement table identifying where the issues raised by the community during engagement have been addressed (**Appendix D**).
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix E**).

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1. Detailed Assessment Impacts

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

6.1.1. Design Quality

A Design Report has been prepared by Lyons Architects and is attached at **Appendix H**. The Design Report articulates the design qualities of the proposal and demonstrates how the proposal responds to the objectives for good design in *Better Placed,* describes the response to the site and site context and the design principles that have guided the development of the proposal.

6.1.1.1. **Existing Environment**

The site is located at the northern end of Gosford City Centre. Surrounding development is characterised by a mix of uses, including multi-storey apartment, low and medium scale commercial buildings. The surrounding context is changing as urban renewal occurs.

6.1.1.2. **Potential Impacts**

Design Excellence

In accordance with *Better Placed* and clause 5.45 of State Environmental Planning Policy (Precincts–Regional) 2021 the proposal achieves design excellence. A high-level summary of the key feedback provided in the meetings with the City of Gosford Design Advisory Panel and a response is set out in the tables below A detailed summary of the sessions is provided in Section 6 of the Design Report at **Appendix H**.

Table 13 CoGDAP Meeting #1 (14 September 2022) Feedback and Response

CoGDAP Feedback	Response
Design Excellence and Overall Design ▪ It was noted that the proposal does not comply with the SEPP requirement of a 3-storey height limit to Mann Street ▪ Using the roof space for solar panels and plant only is potentially a missed opportunity.	▪ The revised design complies with the 3-storey height requirement to Mann Street. ▪ A roof space is proposed on the revised design that includes solar panels and landscaping. ▪ Roof lights have been incorporated into the final design.

CoGDAP Feedback	Response
▪ Roof lights could also provide better light filtration to internal spaces. ▪ All services are located to the north; these could be reconfigured to capture north light into internal spaces.	▪ Lyons Architecture have split the building core into two cores to improve solar penetration into the teaching and learning spaces.
Servicing including the Northern Laneway ▪ Justify the requirement for laneway access from Mann Street for heavy vehicles ▪ The laneway will need to demonstrate compliance with Crime Prevention Through Environmental Design (CPTED) principles as there are problems with crime and anti-social behaviour in the locality.	▪ The proposed building is setback from the northern boundary to create an internal service laneway with back of house services. Vehicle access is restricted to this portion of the site to minimise any impacts to pedestrians. ▪ A CPTED Report is provided at **Appendix P**, which makes recommendations relating to crime prevention elements and treatments to be incorporated in the development design to minimise risk or opportunities for crimes to occur.
Public Domain and Overshadowing ▪ The amount of sunlight in the public open space should be increased. ▪ DCP 2018 seeks to ensure buildings are designed so at least 50% of the open space provided receives a minimum of 4 hours of sunlight on 21 June.	▪ Following massing studies, Lyons Architecture found setting the built form back 6m from Mann Street allowed for the most solar access to the publicly accessible open space. ▪ The proposed scheme ensures 57% of the proposed public open space receives 4 hours or more solar access between 9am and 3pm at the winter solstice. This complies with Section 4.3 of DCP 2018 which requires a minimum of 50% sunlight between 9am and 3pm on the winter solstice.
Building Activation and Active Frontages ▪ Further analysis and detail are required with regard to active street frontages. ▪ The retail shop does not appear to have direct access from Mann Street.	▪ The café frontage to Mann Street will be elevated (due to flooding constraints) and will allow for a public verandah space that will encourage people to gather adjacent to the main Industry Engagement Space.
Staging ▪ The Applicant should clarify the development staging and the scope of the current SSD proposal. ▪ An urban design study is recommended demonstrating how quality urban design outcomes would be achieved across the entire site Key Site.	▪ The proposed staging is clarified in **Section 6.2.15** of this EIS. ▪ The Design Report (**Appendix H**) demonstrates how quality urban design outcomes are achieved across the entire site.

Table 14 CoGDAP Meeting #2 (12 October 2022) Feedback and Response

CoGDAP Feedback	Response
Design Excellence and Overall Design The proponent may liaise with Council regarding the Draft Street Design Manual – Development within the design (the) interpretation of the lost creek line narrative. The design language of the Mann Street frontage and the public open space should be extended into the Mann Street heavy vehicle laneway entrance given the infrequent use.	▪ The project team met with Central Coast Council on 25 October 2022 to coordinate streetscape interface. Lyons Architecture provided precedents for a design interpretation of the creek line in landscape and architectural design within the Design Report at **Appendix H**.
Servicing including the Northern Laneway Some of the service laneway forward of the security gate could be landscaped. The design language of the Mann Street frontage and the public open space should be extended.	▪ Lyons Architecture incorporated additional soft landscaping treatment and seating on the Mann Street frontage of the laneway.
Building Activation and Active Frontages Refinement is required on the integration of the urban veranda and its relation to the internal spaces to ensure these are spaces where people want to linger, rather than purely for people to pass through.	▪ Lyons Architecture provided clarification of the proposed sizing of 'Urban Verandah' spaces and seating capacity.
Public Domain and Overshadowing Further refinement of the building skin is encouraged to improve solar access into the public open space.	▪ Lyons Architecture tested and implemented slight adjustments to façade canopy height to improve solar access to the publicly accessible open space.
Landscaping Integration of landscape elements through the site. Rather than a fence along the south-eastern boundary, continuing the use of the sandstone that travels through the site would be preferable.	▪ Lyons Architecture extended the Beane Street sandstone edging to the eastern landscape.
Staging The Regional Assessments Team acknowledged that the Stage 2 built form is not part of this application, however, has requested some basic detail on the potential built form, particularly regarding building footprint and envelope. The DRG supports the Stage 1 proposal including landscaping treatment of the Stage 2 land.	▪ Although not within the scope of this SSD application, Lyons Architecture have provided massing options of a potential future building envelope of the eastern portion of the site.

Upon review of the further work undertaken, the DRG supported the project advancing to a Pre-Lodgement Panel Meeting.

Table 15 Pre-Lodgement Panel Meeting – 10 November 2022 Feedback and Response

CoGDAP Feedback	Response
The Panel is unanimous and forms the opinion that the development has the potential to achieve Design Excellence under clause 5.45 of State Environmental Planning Policy (Precincts–Regional) 2021, subject to refinements to building articulation, ground plane activation and the relationship between the two development sites and the function the laneway.	▪ Noted and accepted.
In relation to building articulation, the curved façade elements addressing 'Campus Square' should be further developed or reconsidered.	▪ The expression of the curved facade facing into the 'Campus Square' has been rationalised to reduce the extent of curves in elevation. ▪ The glazed facade now only curves in elevation over the primary entry point into the building, serving as a wayfinding device. ▪ The line of the parapet in elevation has been straightened.
In relation to the activation of the ground plane: a. ensure that 'veranda seating area' and retail activation is fully optimised including at times when the café is closed. This may include providing further permanent seating, ensuring amenity is retained whilst continuing to provide protection from inclement weather balanced with solar access, b. refine the proposed landscaping, including extension 'to and beyond the curb' through a continued collaboration with Central Coast Council to achieve outcomes, c. consider CPTED strategies for the public domain including the use of lighting.	▪ The proposed seating within the 'verandah' space will be fixed to ensure amenity is provided even when the retail point is closed. ▪ The design team met with the Central Coast Council who supported the proposed street tree locations within the footpath. ▪ Initial Security/CPTED meetings have been held with the University in which external lighting has been considered a key CPTED measure. The lighting strategy will continue to be developed in the next phase of the design
In relation to the relationship between the two development sites and the function of the laneway: a. clarify where vehicular access to the second building would be sought including consideration of laneway access to a future basement while ensuring frontages along Beane and Hill streets are activated and unimpeded by vehicular access, b. test the location of the substations and electric vehicle parking to ensure they do not impede the	▪ Future vehicle access will be further explored when plans have been developed. ▪ The substation and EV charging spaces have been sited in accordance with specialist advice to avoid risk of fire. The importance of the public domain is recognised and it will be well integrated into any future plans for the eastern part of the site.

CoGDAP Feedback	Response
development of the second site and reduce the quality of public domain outcomes of the proposed development.	

Built Form

The proposed built form has been informed by the UDF and DCP 2018. A full statutory compliance table is provided at **Appendix C**. Specifically:

- The proposed built form has a 3-storey frontage to Mann Street in accordance with the Regional Precincts SEPP.
- The design language of the Mann Street frontage and the proposed publicly accessible open space will improve the quality and amenity of the public domain.
- The lower scale building will increase interaction with a pedestrianised street level and create larger more flexible floorplates for adaptability into the future.
- The 'internal' facing curved glass façade will provide large open expanses of clear glazing with ceramic 'frit' added to alleviate solar gain as required. This will allow for maximum transparency from the main public open space and will provide views to the mountains and waterway beyond.
- The shape of the building mass addresses the Gosford City Centre and embraces the natural local landmarks, which will allow vistas of Brisbane Waters, Presidents Hill and Mount Mouat.
- The proposed façade system with integrated sun shading fins incorporates vertical spandrel panels, ensuring that transparent glazing is full height. This maximises view access opportunities across the site, as shown in **Figure 13** below**.**

Figure 13 View Access

Source: Lyons Architecture

Building Setbacks

Pursuant to Gosford City Centre DCP 2018, the following setbacks are required:

- A nil podium setback is required on the Mann Street frontage. Following advice from the CoGDAP, a 6m setback is proposed to Mann Street to provide increased solar access to the primary area of publicly accessible open space on the south-west portion of the site.
- A street wall height of 6-14m is required on the site. A 20m street wall height is proposed. The technical non-compliance with the street wall height is mitigated by the increased setback and the human scale of the 3-storey built form frontage to Mann Street.
- The proposed building is setback 7.1m from the northern boundary (0m setback is required). This provides room for the internal site service laneway to the north of the building.

The proposal creates a significant landmark building that has the appropriate functionality of floor plates for a university campus. The proposed building is setback from Mann Street to increase the landscaped interface with the street and improve the amenity of the public domain by enabling increased solar access. Despite this non-compliance, high levels of activity and amenity will be achieved through the proposal as demonstrated in **Figure 14** below.

Figure 14 View of the site from Mann Street

Source: Lyons Architecture

Building Code of Australia Compliance

Blackett Maguire and Goldsmith (BMG) has undertaken an assessment of the proposed development against the Deemed-to-Satisfy (DTS) provisions of the relevant sections of the Building Code of Australia (BCA) and application Building Regulations (**Appendix M**). BMG confirm that the proposal can comply with the relevant requirements through a combination of deemed-to-satisfy provisions and performance-based solutions, subject to implementation of the recommendations and further reviews during the design development.

Accessibility

Lindsay Perry Access has prepared a Statement of Compliance Report (**Appendix N**) which assesses the accessibility of the proposed development in accordance with the relevant legislation. The report includes a comprehensive assessment of the relevant standards and level of compliance based on the current architectural drawings. It includes site-specific comments relevant to the proposed development and the matters that will need to be addressed at the detailed design stage, including accessibility to/from the

building. Overall, it concludes the proposal can achieve compliance with the relevant access provisions of the BCA and the Access to Premises Standard.

6.1.2. Public Space

The proposal provides 2,450m^2 of publicly accessible open space across the whole site. This provision is a substantive offering in relation to the 2,000m^2 identified for those properties within the street blocks within "Area A", as required by Clause 4.2 of the Gosford City Centre DCP 2018.

The Mann Street frontage is landscaped to provide integrated seating and passive relaxation, local planting species, as well as a defined 'street' and higher 'verandah' for more relaxed seating space adjacent to the industry engagement and café space. The pedestrian experience is prioritised along the Mann Street frontage, with pathways' landscaped areas and seating provided for the community.

Potential overshadowing from the proposed built form to the publicly accessible open space is assessed in detail in **Section 6.1.3** of this EIS. In summary, 57% of the publicly accessible open space receives 4+ hours of solar access between 9am- 3pm on the winter solstice, which complies with the Gosford City Centre DCP 2018.

Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (**CPTED**) Report has been prepared by James Marshall & Co (**Appendix P**). The CPTED Assessment makes recommendations relating to crime prevention elements and treatments to be incorporated in the development design to minimise risk or opportunities for crimes to occur.

The methodology included a policy review, desktop site analysis to determine crime profile and assessment and recommendations. The following mitigation measures are recommended to minimise opportunities for crime across the site:

- Territorial reinforcement: Any area that is not publicly accessible should be signposted as such and secured. Signage should be erected in order to assist with wayfinding.
- Surveillance: Signage should be erected in order to assist with wayfinding. Shrubs should not be greater than 1 metre in height and the canopy of tall trees should be higher than 1.8 metres. CCTV is recommended at the entry/ foyer; carpark area and all access points to the building.
- Access control: All entry points (pedestrian and vehicle) should be clearly signposted to ensure that informal access points.
- Space/ activity management: The public domain area is to be well maintained. Safety and security to be included in the campus orientation.

James Marshall & Co conclude that the site can be made suitable for the proposed development subject to the adoption and implementation of the above mitigation measures.

6.1.3. Environmental Amenity

The proposal achieves a high level of environmental amenity within the site and proposal and on surrounding buildings. The following sections demonstrate how potential environmental impacts have been mitigated.

Overshadowing

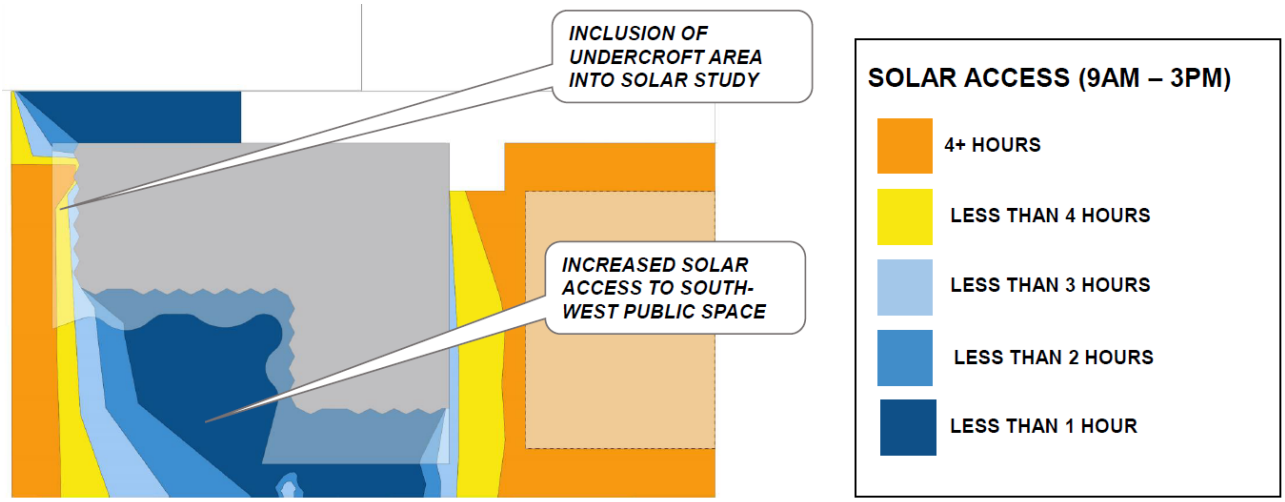
The proposed publicly accessible open space is located to the south-west of the proposed built form – which creates challenges for solar access. Through the CoGDAP process the panel noted the importance of the open space to create a highly visible and city-facing public realm. Section 6.2 of DCP 2018 states a development on the site should provide a significant public open space and this is to *"be designed to maximise solar access".* Section 4.3 of the DCP 2018 (Solar Access to Key Public Spaces) further states *"For any new public spaces, buildings are to be designed to ensure that at least 50% (minimum) or 70% (preferred) of the open space provided receives a minimum of 4 hours of sunlight between 9am and 3pm on the winter solstice (21 June)".*

The project team have worked with the CoGDAP and the Design Reference Group (DRG) to maximise the provision of conveniently located, legible, publicly accessible open space within the immediate curtilage of the building. This provision has been made with a building design that seeks to maximise solar access on a site that has an unfavourable aspect.

Following massing studies, the design team found setting the built form back 6m from Mann Street allowed for the most solar access to the publicly accessible open space. As demonstrated in the solar access diagram below, the proposed scheme ensures 57% of the proposed publicly accessible open space receives 4 hours or more solar access between 9am and 3pm on the winter solstice, in compliance with DCP 2018.

While this percentage would be reduced with the development of a second stage on the eastern portion of the site (the subject of a separate application process), the Mann Street building setback and the specific chamfering and lifting of the Mann Street façade allows solar penetration to the core publicly accessible area in the south-west portion of the site, and a greater amount of 3+ and 2+ hour areas being enjoyed in mid-winter.

Figure 15 Solar Access Diagram



Source: Lyons Architecture

Wind

Windtech were engaged to prepare a Pedestrian Wind Environment Statement (**Appendix O**) to assess the ground level wind environment around the proposed development. The report includes a desk top assessment of site conditions and the architectural plans to identify the general wind effects and any localised effects. No wind tunnel testing has been undertaken.

The effect of wind activity has been examined for the three predominant wind directions for the region, namely the north-easterly, southerly, and westerly winds. The analysis of the wind effects relating to the proposed development have been carried out in the context of the local wind climate, building morphology and land topography.

Potential Impacts:

The following wind impacts are anticipated:

- The prevailing winds for the region (north-east, south and west) are expected to impact the respective areas of the building and down-wash off the façade. The setback of the building boundaries from the site boundary is expected to contain these wind effects to within the side.
- The southerly and westerly prevailing winds will impact the communal areas along the southern and western aspects. Given the design of the external envelope, the southerly and westerly winds that are caught within the concave shaped section façade are likely to be concentrated further, and down-wash to the areas directly below.
- Proposed landscaping on the south and eastern site boundaries will assist with minimising wind impacts across the site.

Mitigation Measures:

The following mitigation measures are recommended to minimise the effects of prevailing winds on the ground level pedestrian trafficable areas:

- Proposed boundary landscaping is recommended to be a height and width of 3-5m, with dense undergrowth provided where possible.
- Undertake wind tunnel testing during the detail design stages to identify if mitigation of prevailing winds on the southern side of the building is required.

With the inclusion of the mitigation measures, it is expected that the wind conditions for the various trafficable outdoor areas within and around the building will satisfy the applicable criteria for pedestrian comfort and safety.

6.1.4. Visual Impact

A Visual Impact Assessment (**VIA**) has been prepared by Terras Landscape Architects to assess the potential visual impacts of the proposed development (**Appendix I**). The VIA details the view impacts considering the current site conditions and the proposed site situation. The VIA establishes the visual character of the site and its immediate surrounds to be used as a baseline factor against which to judge the level of change caused by the proposed development.

6.1.4.1. Existing Environment

Section 4.4 of DCP 2018 identifies key views to be maintained and street vistas. The site is not within the view shed of a significant view. However, Mann Street and Beane Street are identified as 'street vistas'.

The potential visual catchment is summarised as follows:

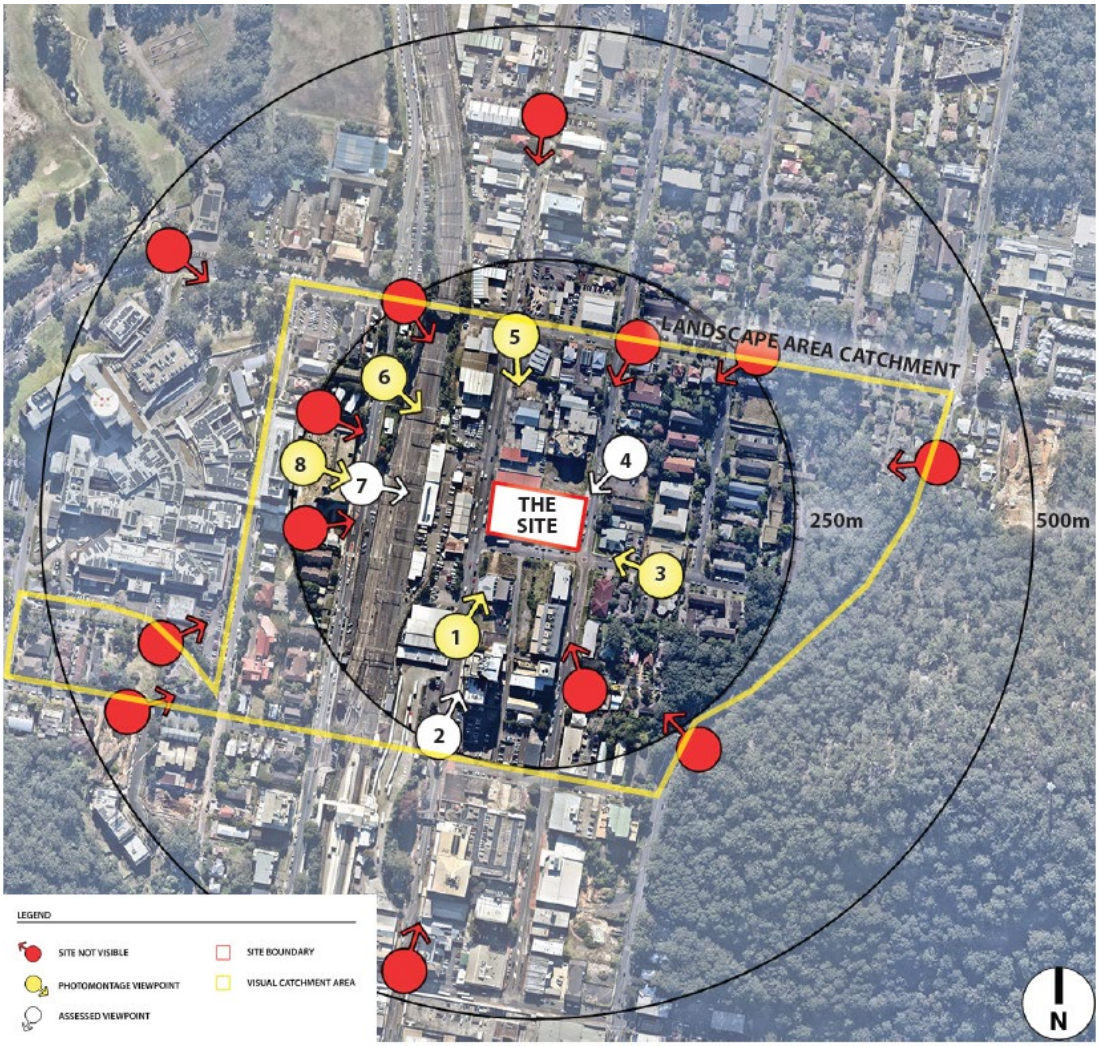
- Vegetated hillsides: DCP 2018 highlights the importance of maintaining undeveloped vegetated slopes that connect Gosford to its natural landscape. The hillsides of Rumbalara Reserve (south east of the site) and Presidents Hill (west of the site).
- Central city spine: The central civic spine, stretching 1.4km from northern to southern Mann Street, provides Gosford city centre with a diverse array of mixed-use development
- Rail corridor: The Gosford rail corridor runs parallel to Mann Street. The corridor divides mixed-use space from Mann Street to Showground Road.
- Mixed use and commercial development: The surrounding area is characterised by mixed-use development. This includes commercial, residential, health and education uses.

6.1.4.2. Potential Impacts

The VIA provides an assessment of existing views and the proposed detailed design from key vantage points within Gosford and the public domain. Eight (8) view locations were selected based on field work, review of DCP 2018 requirements and analysis of the potential visual catchment. Due to local topography, existing vegetation and development, viewpoints into the site are restricted to motorists and pedestrians travelling within a 250m radius.

Each of the selected views is described and assessed, considering the potential visual effects of the proposed development including visual character, scenic quality of view, view composition, viewing level, viewing period, viewing distance and view loss and view blocking effects. The selected viewpoints are shown in **Figure** 16 below.

Figure 16 Selected Viewpoints – VIA



Source: Terras Landscape Architects

The viewpoint analysis is summarised in Table 16 below.

Table 16 Viewpoint analysis summary

Viewpoint	Location	Access	Sensitivity	Effect	Impact
1	Looking north from Mann Street	High	High	Low	**Moderate**
2	Looking north from Etna & Mann Street roundabout	Moderate	High	Low	**Low/moderate**
3	Looking west from Beane Street	Low	Moderate	Moderate	**Moderate**
4	Looking southwest from Hills Street	Moderate	Moderate	Low	**Low**

Viewpoint	Location	Access	Sensitivity	Effect	Impact
5	Looking south east from Etna/ Mann Street	High	High	Low	**Moderate**
6	Looking south east from Etna Street/ Showground Road roundabout	High	High	Low	**Moderate**
7	Looking east from Showground Road	Moderate	High	Low	**Low**
8	Looking east from Gosford Hospital	Low	Moderate	Low	**Low**

The moderate view impact locations are extracted below.

Figure 17 Moderate view impact locations

Picture 7 Viewpoint 1

Picture 8 Viewpoint 3

Picture 9 Viewpoint 5

Picture 10 Viewpoint 6

Source: Terras Landscape Architects

In summary, Terras Landscape conclude that the proposed development is consistent with the character of the area. The proposal will have a low cumulative visual impact on the surrounding area, with the proposed works blending with the established mixed-use, urban character of the area while creating a high-quality public, open space. Therefore, the proposal will result in a low visual impact overall.

Viewsheds

The viewshed diagram explores and demonstrates the views into the site. As discussed in the viewpoint analysis, due to local topography, existing vegetation and development, the viewshed area is restricted to within the immediate surrounds, and to a maximum distance of generally 250m.

Terras Landscape Architects provide the following viewshed analysis:

- Vehicles travelling along Showground Road will have a limited and brief view when looking west towards site, due to break in built form, existing vegetation and natural terrain.
- Viewpoints from Showground Road/Etna Street roundabout and a public, gathering area within the Gosford Hospital precinct are possible due to increased elevation but are fragmented and reduced due to existing built form and existing vegetation.
- Beyond this, existing views of the site from high points on Henry Parry Drive and Faunce Street West are not possible due to existing vegetation and built form.

Figure 18 Viewshed Diagram

Source: Terras Landscape Architects

Conclusion

Terra Landscape Architects conclude that the overall visual impact from the proposed development is low. The incorporation of the publicly accessible open space through increased setbacks is a key design consideration making a positive contribution to the amenity of the site from all elevations. This proposal provides a refreshing facade change amongst the existing built environment streetscape of Mann Street and assists in achieving the urban revival of the desired, future character of City North as outlined in DCP 2018.

6.1.5. Environmental Heritage

Urbis Heritage was engaged to prepare a Heritage Impact Statement (**HIS**) (**Appendix T**) to determine the potential heritage impact of the proposal on the site

6.1.5.1. Existing Environment

The site is identified as a local heritage item I43 'Mitre 10 Store' under Part 1 Heritage Items, of *State Environmental Planning Policy (Precincts – Regional) 2021.*

The Mann Street frontage comprises of remnant Inter-war façade elements. The original timber framed windows remain on the second storey of the building along Mann Street, however, have been replaced with contemporary windows on the southern façade at Beane Street.

A substantial awning extends across the entirety of the Mann Street frontage and over the corner of the intersection with Beane Street. The awning, parapet and upper façade of the Mann Street frontage have been painted blue. The awning is not original and is clad in corrugated sheet metal.

The upper portion of the Mann Street façade retains its face-brick, however had been painted. The lower section of the Mann Street façade is also face-brick, and features contemporary murals (painted in 2013) which serve to interpret the site's former historical use as a fruit packing and distribution centre for Gosford.

The interior of the subject site is generally in a poor condition. The central area along the Mann Street axis comprises a large open space with linoleum flooring on a concrete base.

6.1.5.2. Methodology

The HIS was prepared in accordance with the NSW Heritage Division guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

Site constraints and opportunities were considered with reference to relevant controls and provisions under State Environmental Planning Policy (Precincts – Regional) 2021 and the Gosford City Centre Development Control Plan 2018.

6.1.5.3. Potential Impacts

Urbis Heritage provide the following conclusions:

- The surrounding streetscape is critically under activated and underutilised. The site is identified as a key site under DCP 2018 due to its size and proximity to Gosford Railway Station. The proposal facilitates urban renewal in line with the future development of Gosford.
- Retention and partial retention of the primary facades at Mann Street was not considered to be appropriate, given the degraded condition of the buildings and the significance of the site primarily being invested in its intangible qualities.
- The full and/or partial retention of the existing building would have limited the potential for redevelopment of the site and would not achieve the principles for the site as set out in DCP 2018, including the proposed new public open space. Given these considerations, it was considered that full demolition of the buildings of the site would result in a better overall outcome for the site, while also allowing for opportunities for heritage interpretation.
- The heritage significance of the site is not vested in the remaining built form located on the site. Rather, it is associated with the less tangible themes of the site, specifically the history of the Gosford Packing House and the citrus industry of Gosford.
- The warehouse buildings located on the site date from the early 1880s to the 1960s and have had various uses of dubious importance over their history including a bakery, office suites and most recently a hardware store. The buildings have been vacant since the recent closure of the Mitre 10 store in 2010.
- The warehouse buildings have been highly modified and no longer representative of the style or era in which they were constructed.
- The removal of the heritage item does not inhibit the conservation, appreciation or understanding of the heritage significance associated with the site. The proposed development offers a unique opportunity to capture intangible aspects of the site through a comprehensive Heritage Interpretation Strategy, public art and or wayfinding.
- The heritage significance of the site can be integrated into the new design of the university campus in a more practical and accessible manner.

- Various forms of potential interpretation suitable for a university campus setting have been explored by Urbis Heritage, including salvage of remnant material (bricks) for re-use as part of future landscaping and a range of interpretive devices including interpretative signage, public art, landscaping and digital media devices.
- The proposed development will have no impact on vicinity item no. 320 located opposite the site along Mann Street. The vicinity item is a set of stairs relating to the former private hospital. There will be no impact to the visual of physical curtilage of the stairs as a result of the proposed development.

6.1.5.4. Mitigation Measures

Urbis Heritage concludes the site is suitable for development from a heritage viewpoint, subject to the implementation of the following mitigation measures:

- Prior to the issue of a Construction Certificate a Photographic Archival Recording should be undertaken of the place and must be prepared in accordance with the NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.
- A Heritage Interpretation Strategy should be prepared for the site by a suitably qualified heritage consultant. The Heritage Interpretation Strategy should identify significant themes and narratives for interpretation, as well as identifying locations, media, and indicative content for interpretation. Interpretation should be developed throughout detailed design and construction phases in conjunction with the project architect and other specialists as required.
- A salvage methodology should be prepared by a suitably qualified heritage consultant to guide and manage the salvage of bricks for potential re-use as part of the new university campus design.

6.1.6. Traffic, Transport and Accessibility

A Parking and Transport Assessment has been prepared by SECA Solution and is included at **Appendix K**. The Parking and Transport Assessment assesses the anticipated transport implications of the proposal during construction and operational stages.

6.1.6.1. Existing Environment

The existing site has three vehicular crossovers from Beane Street and one from Hills Street. Parking for the previous use as a Mitre 10 store was provided on hardstand adjacent to Hills Street. The site is located on Mann Street which forms part of the Pacific Highway. Mann Street provides a single lane of travel in each direction in the immediate vicinity of the subject site. It connects with Beane Street at the south-western corner of the site in a T-intersection.

The site is located 300m from Gosford Train station and bus interchange. The site is also well connected to the Gosford CBD, enabling people to walk and cycle to the campus.

Traffic surveys could not be undertaken adjacent to the site due to the current partial road closure of Mann Street due to road works and the detour of traffic, including buses, along Beane Street and Watts Street. These road closures have been extended to the end of December 2022. To provide an estimation of traffic flows SECA Solution have used data from 2015, which shows the two-way flows on Mann Street were:

- 864vph split 505 southbound (58%) in the morning peak; and
- 968vph split 559 northbound (58%) in the in the afternoon peak.

TfNSW Traffic Volume Viewer collected at Narara approximately 5km north of the site shows that the daily traffic flow has declined slightly from 26,506 in 2006, 26,288 in 2015 and 25,790 in 2018. Typically, peak hour flows represent in the order of 10% of the daily flows and on this basis the daily traffic flows along Mann Street could be in the order of 8700-9700 vehicles per day. Current observations on site show that the immediate surrounding road network operates well with minimal delays.

The intersection of Mann Street and Racecourse Road/ Etna Street north of the site however creates delays and congestion for drivers, but the queues for the both the southern and northern approach clear on most cycles of the green phase.

6.1.6.2. Potential Impacts

Construction

SECA Solutions have prepared a draft Construction Pedestrian and Traffic Management Plan to support the proposal (**Appendix K**). This assesses estimated vehicle movements associated with the construction phase of the proposed development. A final Construction Traffic Management Plan will be prepared and implemented by the building contractor once appointed and prior to construction commencing.

The impact of the construction traffic on Hills Street estimated as 60 vehicles per hour in the AM peak. Of this construction traffic, the maximum number of trucks will be 5 vehicles per hour for concrete pours and delivery of material to the site. Traffic routes in and out of the locality will be along the Mann Street arterial road network. SECA Solution conclude that construction traffic impact are minimal and temporary and acceptable.

As the construction is on the western portion of the site, construction vehicles and cranes will be located on the eastern portion of the site. SECA Solution find that the construction works will have minimal impacts to the adjacent footpaths with no diversions anticipated unless work zones are required.

Operation

The University aspires for all students to use public transport, walk or to cycle. Public Transport will provide the most practical active transport opportunity given the proximity of the site to train services and the bus interchange. In addition to public transport there is an inter campus shuttle currently provided for staff and students who to travel between Ourimbah and Gosford Hospital. This service will also provide a transport option for staff and students living within the vicinity of Ourimbah to transfer to the site.

Based on this aspiration, SECA Solution have established site travel mode targets which have then been applied to the proposed staff and student population to estimate traffic generation from the proposed development. The mode share targets are summarised in **Table 17** below.

Table 17 Mode share targets

Travel mode	**Target percentage**	**Targeted patrons**	**700 people attendance** **(650 students + 50 staff) with 75% at peak load**
Public transport	55%	All attendees	385
Cycling	7.5%	Staff and other attendees	4
	10%	Students	65
Walking	30%	Primarily students within 2km of the site	210
Driving	5%	Staff with external demands	35

The mode share target of 5% of occupants driving and the provision of 24 parking spaces on site will equate to a maximum of 35 trips generated in the AM peak. Accommodating entry movements to the site from Hills Street will have a minimal impact given the low flows along this street. The PM peak demands are expected to be less given that exiting demands are spread across the afternoon.

The proposed development will generate minimal additional vehicle traffic and will create and increased demand for pedestrians, cyclists and public transport use. This is consistent with the Central Coast Regional Transport Plan with the activation of the CBD fundamental to the revitalisation of Gosford. Therefore, the impact of the operational vehicle traffic of the proposal on the local road network is therefore considered acceptable.

Car Parking

DCP 2018 requires 1 space per 2 staff and 1 space per 30 students for educational establishments. The proposal provides 24 parking spaces for staff, which complies with the DCP 2018 rate of 1 space per 2 staff.

There is no parking proposed on site for students. SECA Solutions conclude the site is well-serviced by public transport services. Discouraging private vehicle and encouraging use of public transport and active transport options is in alignment with the NSW Government and Central Coast Council strategic transport objectives. The proposal includes end-of-trip facilities include 53 bicycle parking spots, 10 showers and 64 lockers to encourage active transport options for students and staff. This will be further supported by a Green Travel Plan to be implemented in operation.

On this basis, it is considered acceptable and appropriate that the proposed university campus does not provide any on-site car parking for students.

Green Travel Plan

A draft Green Travel Plan (GTP) has been prepared for the proposal and is included within the TA. The overall intention of the GTP is to provide an action plan to encourage and facilitate the use of alternative and sustainable modes of transport.

The GTP sets out a range of measures to achieve the sustainable travel objectives and mode share targets:

- An introduction to the GTP for all staff, setting out its purpose and objectives.
- Provision of an active travel guide for staff, students and visitors.
- A transport section on the University website with links to trip planner site
- Technological solutions such as an app to support carpooling

The GTP sets out measures and action strategies that can be implemented by the future development to seek to achieve the mode targets. The implemented Green Travel Plan is to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed is 1-years.

6.1.6.3. **Mitigation Measures**

- A Framework Construction Traffic Management Plan (CTMP) has been prepared which establishes the principles and objectives for construction traffic management and provides an indicative construction methodology to ensure the safety of the public and workers. The Framework CTMP will be further developed and a detailed CTMP finalised prior to the commencement of construction activities.
- A Traffic Guidance Plan is to be prepared prior to construction which will outline access and egress requirements to and from the site and the safe passage of vehicles via Hills Street and Mann Street during the construction works.
- A draft Green Travel Plan (GTP) has been prepared which encourages use of transport modes that have low environmental impacts, including walking, cycling, public transport, and better management of car use. The GTP will be implemented during the operational phase of the development.

In summary, the traffic and parking implications are not expected to result in any discernible adverse impact on the surrounding road network, with management measures to ensure minimal traffic and parking implications for both construction and operation of the proposed student accommodation on the site.

6.1.7. Noise and Vibration

An Acoustic and Vibration Assessment Report has been prepared by Rapt Consulting and is included at **Appendix S**. The report addresses the proposed operational and construction noise impacts associated with the proposed development.

6.1.7.1. Existing Environment

To establish background and ambient noise levels, noise monitoring was undertaken by RAPT Consulting. During site visits it was noted that existing road and rail traffic, distant road traffic, natural wildlife, and an underlying urban ‘hum’ described the ambient noise environment and is indicative of the urban setting of the site.

6.1.7.2. Potential Impacts

The closest sensitive receivers which have potential to incur noise impacts from the construction or operational phases are identified in **Figure** 19 below. The closest residential receivers are R1, R2, R3, R4, R9, R10, R14, R15 and R22.

Figure 19 Closest receivers and measurement locations

Source: Rapt Consulting

The ambient LAeq levels are summarised in the table below.

Table 18 Background and ambient noise monitoring results

Descriptor	Noise Level dB(A)	Time Interval
LA90(11hr)	51	7:00am - 6:00pm
LA90(4hr)	42	6:00pm – 10:00pm
LA90(9hr)	36	10:00pm – 7:00am
LAeq(11hr)	65	7:00am - 6:00pm
LAeq(4hr)	63	6:00pm - 10:00pm
LAeq(9hr)	59	10:00pm – 7:00am

Construction Noise

The proposed excavation and construction activities have been assessed in accordance with the established noise criteria for the sensitive receivers. The assessment was based on the typical plant and equipment involved in each phase of the construction process, noting the proposed works, equipment and activities have not yet been finalised.

The results of the construction assessment indicate construction will comply with the relevant noise management levels (NMLs) with the exception of some excavation works at the east and west portions of the site. This includes the following locations (as identified on the closest receivers in Figure 19 above): R1, R2, R3, R4, R10, R12, R14, R15 and R19. The highly affected noise level is expected to be complied with in all situations.

Construction Vibration

Vibration during construction will be primarily from trucks and machinery during construction. Blasting and heavy ground impact activities are not expected to occur during the construction works. Therefore, Rapt Consulting conclude vibration is unlikely to be an impact given the distance between the site and the closest sensitive receivers.

Operational Noise

The primary noise sources from the operational development will be the mechanical plant and outdoor activities from the students. The results of calculations of continuous operational noise sources were compared with design goals for environmental noise. The results of the assessment indicate project noise trigger levels can be achieved for mechanical plant at the site. Detailed mechanical plant selection will take place during the detailed design phase. Project noise levels due to plant operation are expected to be achieved given the location of plant within services zones and the distance between plant locations and receivers.

The results of the assessment from outdoor activities show compliance with daytime and evening project noise trigger levels with the exception of R2 which has a predicted exceedance of 1 dB(A) during evening resulting from the Civic Outdoor Area. Rapt Consulting conclude that 1 dB(A) is indiscernible to the human ear and generally lies within the threshold tolerance of acoustic models. Therefore, noise from outdoor activities held on the site are expected to comply with project noise trigger levels.

Noise from external sources such as road traffic, mechanical plant and other natural sources may potentially impact the education spaces.

6.1.7.3. Mitigation Measures

Rapt Consulting recommend the preparation of a Construction Noise Management Plan to be finalised during the detailed design phase and implemented during the excavation and construction of the proposed development. The following measures are to be addressed within the future Construction Noise Management Plan:

- Preparation of a construction management plan that includes:
  - Affected neighbours to the construction works would be advised in advance of the proposed construction period at least 1 week prior to the commencement of works.
  - Where practical, simultaneous operation of dominant noise generating plant should be managed to reduce noise impacts, such as operating at different times or increase the distance between plant and the nearest identified receiver.
  - High noise generating activities such as jack hammering should only be carried out in continuous blocks, not exceeding 3 hours each, with a minimum respite period of one hour between each block.
  - Noise and vibration monitoring should be undertaken if a complaint is received to minimise future impacts.
- The proposed building is to be constructed with the following materials to minimise external noise intrusion:
  - Glazing: Minimum 10.38mm laminated glass with acoustic seals
  - Entry doors: Minimum 45mm solid core timber door fitted with acoustic seals.

– Walls: Minimum 6mm fibre cement sheeting or 110mm brick and 90mm timber studs.

Rapt Consulting conclude the site is suitable for development, subject to the implementation of the above mitigation measures.

6.2. Standard Assessment Impacts

This section of the report addresses the matters which require a standard assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

6.2.1. Landscaping and Trees

A Landscape Package has been prepared by McGregor Coxall and is attached at **Appendix J**. The Landscape Plan sets out the landscape design concept and key design principles.

An Arboricultural Impact Assessment (**AIA**) has been prepared by Active Green Services (**Appendix L**). Active Green Services which assesses the existing trees on the site and makes recommendations for trees to be removed and retained to facilitate the proposal.

6.2.1.1. Existing Environment

The site is mostly cleared of vegetation and the existing structures (including the former Mitre 10 building) contains evidence of recent human occupation. The existing vegetation consisting of self-seeded species, weeds, and wildling nursery stock.

6.2.1.2. Potential Impacts

Landscaping

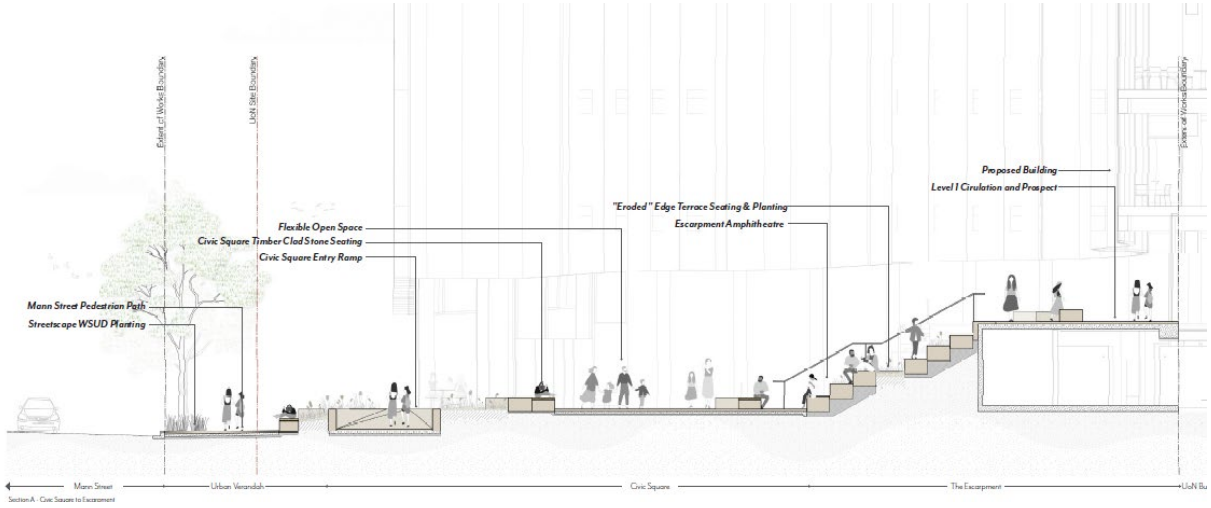
The Landscape Plan prepared by is centred around five key landscape spaces:

- **Community urban verandah**: The high-quality public street interface to the site perimeter, which establishes the street tree canopy cover and planting. The community urban verandah includes seating and occupiable spaces that enhance a sense of place and connection to the Gosford community.
- **Civic alley square**: is the outdoor gathering space, outdoor classroom, and flexible programable space that marks the arrival into the Campus. The use of local stone and generous space forms the identity of an occupiable and accessible public space. The Civic valley square also includes the activation of the Mann Street frontage.
- **The Escarpment**: includes the gathering spaces at numerous scales for small group meetings and an amphitheatre for outdoor learning and event gathering.
- **Learning and innovation interface**: includes tree canopy to the eastern edge of the innovation interface allow for shelter and respite within a flexible seating deck with ample space for use as a classroom, meeting place, and event spill-out.
- **The plateau**: includes the eastern portion of the site – which includes significant publicly accessible open space via the student lawn.
- **Rooftop**: includes areas solar panels and planting.

Figure 20 Landscape Site Plan

Source: McGregor Coxall

Figure 21 Section Plan of Proposed landscaping



Source: McGregor Coxall

The proposed landscape design incorporates extensive native planting and public domain works that will create an open and inviting space for the community.

Trees

Active Green Services assessed the 21 trees on site and concluded the following:

- No (0) trees have an assessed *'High'* Retention Value.
- No (0) trees have an assessed *'Medium'* Value.

- Sixteen (16) trees have an assessed *'Low'* Retention Value.
- Five (5) trees are recommended for *Removal* as they are Listed Weed Species per the NSW Department of Primary Industries.

Active Green Services concluded that no trees were identified as being of 'medium' or 'high' retention value. Therefore, all the assessed trees can be removed to accommodate the proposed development. The project will provide biodiversity enhancement through significant areas of landscaping containing a high proportion of indigenous plant species and improved nature connectivity.

6.2.2. Biodiversity

Clause 7.9 of the BC Act 2016 applies to SSD applications and requires SSD applications to be accompanied by a BDAR unless it is determined the proposal is not likely to have any significant impact on biodiversity values.

A desk-top assessment prepared by Umwelt confirmed the site contains no threatened species habitat or vegetation and the proposal will not require any clearing of native vegetation. Umwelt concluded:

- The site is mostly cleared of vegetation and the existing structure (the former Mitre 10 building) contains evidence of recent human occupation.
- Fifteen (15) of the 21 small trees recorded on the site are planted natives, including cheese tree, lilly pilly and weeping bottlebrush. The remaining trees include four exotic species, three of which are high threat exotics, including camphor laurel, small-leaved privet and large-leaved privet.
- The vegetation present is not consistent with any recognised native plant community types (PCT).
- No threatened species, threatened ecological communities, or their habitats, were recorded on the site. Therefore, clearing the site will have negligible adverse impacts on threatened species or ecological communities.
- The site is within the Gosford CBD and surrounded by a built environment. Clearing the site is unlikely to have any adverse impacts on protected animals because of impacts to flight path integrity.

Umwelt concluded that the proposed development is not likely to significantly impact native biodiversity subject and the requirements for a BDAR should be waived. Accordingly, a request seeking a waiver from the requirement for a BDAR was prepared by Umwelt and submitted to DPE on 15 November 2022. A BDAR Waiver was subsequently granted by DPE on 9 December 2022 (refer to **Appendix Q**).

6.2.3. Ecologically Sustainable Development

The University of Newcastle Environmental Sustainability Plan (ESP) 2019-2025 details the University of Newcastle's "commitment to equity, sustainability and creation of a better future". The ESP provides a strategy for the University to deliver on environmental and social responsibilities and initiate positive action, including through alignment with the United Nations Sustainable Development Goals and other international frameworks.

The proposal is targeting a 6 Star rating under the Green Building Council of Australia's Green Star Buildings tool v1 Rev B. This target is the highest possible rating available under the tool, demonstrating the project team's commitment to ecologically sustainable design. An Ecologically Sustainable Development (ESD) Statement has been prepared by WSP (**Appendix R**). The report identifies the design initiatives and features of the proposed development that have been integrated into the design and that have the potential to reduce the overall environmental impact.

6.2.3.1. Potential Impacts

Section 193 of the *Environmental Planning and Assessment Regulation 2021* outlines the principles of ecologically sustainable development. The following ESD initiatives have been incorporated into the design of the proposed development and will be implemented during construction and operation of the facility. These have been designed to respond to the principles of ecologically sustainable development as set out below:

The precautionary principle:

- The project does not pose any serious threat to the environment, nor any irreversible damage to the environment. As outlined in the BDAR Waiver (**Appendix Q**), no threatened species, threatened ecological communities, or their habitats, were recorded on the site. Therefore, clearing the site will have negligible adverse impacts on threatened species or ecological communities.
- The project will also provide biodiversity enhancement through significant areas of landscaping containing a high proportion of indigenous plant species and improved nature connectivity.

Intergenerational equity:

- Energy consumption will be minimised through a net zero design and delivery of 100% renewable electricity to the site, in line with the University of Newcastle's Environmental Sustainability Plan 2019-2025.
- The project will be designed to achieve a 30% improvement on the National Construction Code 2019 energy efficiency requirements.

Conservation of biological diversity and ecological integrity:

- As part of the project's 6 Star Green Star pathway, credits are targeted that specifically aim to enhance biological diversity and maintain ecological integrity.
- The site will provide landscaping equivalent to 30% of the site area and will include at least 80% indigenous plant species, as well as 1 significant nesting tree or equivalent habitat per 250m². Provision of such landscaping will contribute to nature connectivity between the site and surrounding area.

Improved valuation, pricing and incentive mechanisms:

- The project is designed to minimise pollution and waste through responsible construction practices that divert construction and demolition waste from landfill,
- Through responsible management operational waste and stormwater pollution and run-off is minimised.
- Major components of the project design have been driven by whole-of-life cycle cost decisions including structural design and building services design.

6.2.4. Ground and Water Conditions

Kleinfelder were engaged to prepare a Geotechnical Investigation (**Appendix U)** to assess the geotechnical conditions at the site. Kleinfelder used field work and laboratory work to determine the geotechnical conditions at the site. The field work for the investigation included four drilling boreholes at varying depths and installation of eight groundwater monitoring wells and laboratory testing of selected samples. Kleinfelder also reviewed published geological mapping and precious studies and investigations on the site and surrounding sites.

6.2.4.1. Existing Environment

The site's surface cover comprises a shallow layer of concrete/asphalt and is underlain by sandy clay and gravelly sand fill material.

6.2.4.2. Potential Impacts

With regards to anticipated geotechnical issues, the Geotechnical Report provides the following considerations:

- The upper 0.6 to 1.1m of fill is not suitable for shallow footings.
- The upper 2-3m of clay is soft or very soft and is not suitable for shallow footings.
- The sandstone depth is variable across the site encountered at between 5.7m below ground level at the Hill Street portion of the site and 12m below ground level at the Mann Street portion of the site.
- Shallow groundwater was encountered in most boreholes at up to 2.3m below ground level it is anticipated that sum and pump method of groundwater control during construction will be adequate and the retaining walls should be designed to resist appropriate hydraulic loadings.

- The competent sandstone (underlying the weathered profile) is high strength and will likely require hydraulic breakers or pre-split blasting to excavate.

Class 4 acid sulfate soils are present within 500m of the site to the south-east; however, this land is at an elevation of above 16m AHD. Therefore, acid sulfate soils are not considered to be an issue for the proposed development.

It is anticipated that a maximum of 3,757m³ cut and 730m³ of fill will be required. The proposed excavation is generally expected to be within fill soils, clay and sandstone and may intersect groundwater. Kleinfelder conclude the site is suitable for development, subject to consideration of the above recommendations.

6.2.5. Water Management

Northrop have prepared a Water Cycle Management Plan (**Appendix V)** which sets out the stormwater management works. This plan has been developed in support of the proposed development and a summary of the assessment and recommended mitigation measures is provided below.

Stormwater Quality

Individual stormwater quality devices and mechanisms incorporated within the development will treat runoff for different pollutant types and sizes. The treatment devices designed within the development include:

- Runoff from roofs will be treated by proprietary first flush devices.
- Leaves and gross pollutants will be filtered from runoff by meshed filters fitted to downpipe orifices.
- Runoff collected from roofs will be directed to the below ground rainwater tanks.
- The stormwater pits in the trafficable areas will be designed to be fitted with filter inserts.
- The OSD tank will be designed to include filter inserts to provide final treatment of stormwater before leaving the site.

These treatment measures were assessed in Model for Urban Stormwater Improvement Conceptualisation (**MUSIC**). These results are shown in the table below.

Table 19 MUSIC Modelling Results

Pollution Criteria	Sources (kg/year)	Residual load (kg/ year)	Reduction Target (%)	Achieved reduction %
Total suspended solids	536	79.5	85	85.2
Total nitrogen	9.68	4.02	45	58.5
Total phosprous	1.13	0.395	65	65
Gross pollutants	112	0.065	90	99.9

This table demonstrates that the proposed stormwater quality management strategy achieves the Greenstar credit performance targets.

Onsite Detention

A rainwater tank and an on-site detention (OSD) tank are proposed to limit post development flows from the proposed development site to less than or equal to pre-development flows for all storm events up to and including the 1% AEP storm event. Northrop have prepared DRAINS modelling to compare the pre-development and post-development flows during storm events up to the 1% AEP.

Northrop's DRAINS modelling demonstrates that the peak post-development flows for storm events up to the 1% AEP have been detained equal to or less than that for the pre-development site.

An overland flow path will be provided along the northern and southern boundaries of the site that flows from Hills Street to Mann Street. Due to road formations, the site is not impacted by runoff from upstream catchment.

Northrop concludes the proposed stormwater management design will comply with the Green Star Guidelines and DCP 2018.

6.2.6. Flooding

A Flood Investigation has been prepared by Northrop (**Appendix X**). Northrop conducted the flood investigation using the following data:

- Flood Information Certificate
- Correspondence with Central Coast Council
- Gosford CBD Local Overland Flow Flood Study.

6.2.6.1. Existing Conditions

The following observations are made:

- Flooding up to RL14.21 AHD is observed on Mann Street in the 1% AEP event.
- Flooding up to RL14.61 AHD is observed on the boundary with the neighbouring commercial building to north.
- The main flood extents are outside the site boundary and the proposed development does not affect the current flooding extents.

6.2.6.2. Mitigation Measures

Based on the flood information, Northrop have recommended the following measures which have been incorporated within the final design:

- The Flood Planning Level (FPL) is the 1% AEP level in Mann St (RL14.21) plus 0.5m freeboard. This results in an FPL of RL14.71m AHD.
- The proposed minimum floor level is RL14.75, above the flood planning level.
- A flood barrier will be implemented on a section of the northern boundary.
- The site overland flow path has been developed to divert flows from the site towards Mann Street, not changing the overland flow path of that of the current site conditions.

In summary, Northrop conclude that the proposed development can adequately comply with Central Coast Council flooding requirements, subject to the above design measures.

6.2.7. Hazards and Risks

A Hazardous Materials Survey has been prepared by Environmental Safety Professionals (ESP) and is provided at **Appendix CC**.

6.2.7.1. Existing Environment

ESP undertook a survey of the existing buildings and structures on the site which included a visual inspection and sampling of suspected asbestos containing materials (ACM). Hazardous materials are limited to asbestos, synthetic mineral fibre (SMF), polychlorinated biphenyls (PCB's), lead in paint and ozone depleting substances (ODS) and dangerous goods.

The findings are summarised in **Table 20** below.

Table 20 Hazardous Materials Survey

Hazardous Materials Identified	Internal	External
ACM – friable asbestos	No	No

Hazardous Materials Identified	Internal	External
ACM – bonded asbestos	Yes	No
Synthetic Mineral Fibre	Yes	No
Lead in paint	Yes	Yes
Polychlorinated Biphenyls	Yes	No
Ozone depleting substance	No	No
Dangerous goods	Yes	No

6.2.7.2. Mitigation Measures

The proposed development includes the demolition of all existing structures on the site. ESP have provided mitigation measures to ensure the safe removal of hazardous materials, including:

- During hazardous materials abatement works, personal protective equipment (PPE) must be worn by the licenced contractor, the hygienist and other personnel who are required to enter the hazardous material removal area. The following PPE must be used:
  - Half faced or full faced respirator
  - Disposal coveralls, gloves and shoe covers.
- Preparation of an unexpected finds procedure for uncovering hazardous materials.

ESP conclude that the hazardous material can be safely removed from the site to facilitate development, subject to the implementation of the above mitigation measures.

6.2.8. Contamination and Remediation

A Detailed Site Investigation has been prepared by Klenfielder (**Appendix Y**) to assess the site and potential sources of contamination.

6.2.8.1. Existing Environment

The site has historically been used for storage and handling of machinery such as lawn mower repair and hardware sales which included a nursery area. The site history indicates potential contaminants of concern include hydrocarbons, heavy metals and pesticides.

Schedule B1 of the National Environment Protection Measures (NEPM) provides a range of investigation levels for the protection of human health, referred to as health investigation levels (HILs). Kleinfelder conclude that the most appropriate land use criteria for the proposed land use is HIL C −Open Space.

The field work and laboratory testing concluded the following:

- No concentrations of contaminants of potential concern (COPC) exceeding the HIL C Open Space criteria was found.
- Heavy metal concentrations of nickel exceed the NEPM ecological investigation levels (EILs) in four samples. Concentrations of zinc exceed the NEPM EILs in seven samples.
- Given the site's intended redevelopment consists of a commercial and educational uses at ground floor, the minor exceedances of nickel and zinc are not considered to be an impediment to the redevelopment of the site.
- Hydrocarbons and heavy metals were detected in groundwater samples analysed.

Given the proximity of the groundwater well locations to the site boundary and the lack of identified contamination within soils or major historical activities with high contamination potential, it is likely the

identified hydrocarbons and per- and polyfluoroalkyl substances detections are from an off-site source. Marginal heavy metal exceedances could be attributed to background heavy metal concentrations.

6.2.8.2. Mitigation Measures

As the concentration of COPC do not exceed the HIL C Open Space criteria no remediation measures are recommended or required. Based on the minor recorded exceedances, groundwater extracted during any dewatering activities during construction is not suitable for discharge to the stormwater network without treatment. Approval will be required from the local water authority to discharge to the sewer network, or potentially, water may need to be pumped and treated on-site prior to discharge.

Based on the findings of the DSI, the site is suitable for development, subject to the implementation of the above mitigation measures.

6.2.9. Waste Management

Waste Management Plans (WMP) have been prepared by Elephants Foot for the construction phase and the operational phase of the proposed development (**Appendix Z)**. The reports identify the estimated waste and management, minimisation and storage requirements which reflect best-practice and promote strong sustainability initiatives. The WMP includes a waste hierarchy of guiding principles, including:

- Promote responsible source separation to reduce the amount of waste that goes to landfill by implementing convenient and efficient waste management systems.
- Ensure adequate waste provisions and robust procedures that will cater for potential changes during the operational phase of the development.
- Comply with all relevant council codes, policies, and guidelines.

6.2.9.1. Potential Impacts

Demolition Waste

The types, quantities and management systems for the anticipated demolition waste materials generated for the site are identified in Section 3.1 of the Demolition and Construction WMP. It is estimated 6363.6m³ of waste will be generated during the construction phase of which approximately 99.7% can be diverted from landfill disposal, for re-use on or off-site or recycled off-site at a specialised facility.

The types, quantities and management systems for the anticipated construction waste materials generated for the site are identified in Section 3.2 of the Demolition and Construction WMP. It is estimated 247m³ of waste will be generated during the construction phase of which approximately 92.7% can be diverted from landfill disposal, for re-use on or off-site or recycled off-site at a specialised facility.

Operational Waste

The Operational WMP identifies the expected resource streams based on the proposed land use activities, including the retail premises and the university spaces. The total waste generated by the development is estimated to be:

- General waste: 3305L per week
- General recycling: 2025L per week
- Food waste: 1068L per week.

Based on the estimated waste generation, the recommended bin quantities and collection frequencies are:

- General Waste: 3 x 660L mobile garbage bins (MGBs) collected twice weekly
- Cardboard/Paper Recyclables: 1 x 660L MGBs collected twice weekly
- Commingled Recyclables: 1 x 660L MGBs collected twice weekly
- Food Waste: 3 x 240L MGBs collected twice weekly.

These bins will require a 13m² waste room. A 32.5m² waste room is provided within the proposal, which exceeds the requirements.

Waste Servicing

A private waste collection contractor will be engaged to service the retail waste and recycling bins per an agreed schedule. On the day of service, a private waste collection vehicle will enter the site from Mann Street and park in the loading/services zone. The building caretaker will provide the driver with access to the waste room. Once the bins are serviced, the collection vehicle will exit the site onto Hills Street in a forward direction.

6.2.9.2. Mitigation Measures

- Waste and recycling contractors will be required to comply with the Operational WMP requirements to achieve and maintain best practice.
- Education will be provided for all site users on a regular basis.
- Clear signage is to be provided that will clearly label waste and recycling bins and include instructions for separating and disposing waste.

Overall, it is concluded the construction and operational phases of the development can be effectively managed to reduce, re-use, recycle and dispose of waste to avoid unacceptable environmental impacts.

6.2.10. Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Urbis Heritage to assess the Aboriginal cultural heritage values across the site (**Appendix AA**). The ACHA was undertaken in accordance with Part 6 of the National Parks and Wildlife Act 1974 (NPW Act) and Part 5 of the National Parks and Wildlife Regulation 2019 (NPW Reg). The ACHA was further conducted in accordance with the following guidelines:

- Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Department of Environment, Climate Change and Water (DECCW), 2010) (the Consultation Guidelines).
- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (Office of Environment and Heritage 2011) (the Assessment Guidelines).
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010) (the Code of Practice).
- The Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013 (Burra Charter).

6.2.10.1. Potential Impacts

Urbis Heritage concluded that:

- There are no Aboriginal sites registered on the Aboriginal Heritage Information Management System (AHIMS) within the subject area.
- The subject area does not contain landscape features indicative of archaeological potential within the subject area for the most frequent AHIMS site types in the area such as shelters, art or middens. However, there is a possibility that Aboriginal objects remain within the site.
- The topography of the site does not include any archaeologically sensitive topographic features, as defined in the Due Diligence Code of Practice (DECCW,2010).
- The site is within the Erina soil landscape, which consists of moderately deep to deep soils. The deep soils of the Erina soil landscape indicate that subsurface archaeological material may remain intact despite disturbance during phases of historical land use.
- While there are no longer any watercourses in closer proximity to the subject area, it is possible that prior to urban development the subject area was in proximity to ephemeral drainage lines and wetlands. The hydrology of the subject area may indicate archaeological sensitivity.
- There are no culturally modified trees on the site.

- Due to the possibility that subsurface soils remain intact and in proximity to potential historical ephemeral watercourses, the subject area has low to moderate potential for Artefact Scatters/Campsites, Isolated Finds and PADs.
- The proposed works will include bulk excavation across the subject area and will therefore have a direct impact on potential Aboriginal objects.
- RAPs provided comment on the Stage 4 ACHA and Archaeological Research Design & Excavation Methodology which indicated their support of the project and proposed methodology.
- The subject area is currently occupied by hardstand and the heritage listed Mitre 10 store. Therefore, test excavation cannot be undertaken without consent to remove the hardstand and demolish the extant structures. Therefore, excavation has been recommended to be undertaken following approval.

6.2.10.2. Mitigation Measures

Urbis Heritage have recommended the following mitigation measures:

- An Archaeological Research Design (ARD) and Excavation Methodology (EM) should be developed to inform and guide archaeological test and, if required, salvage excavation at the subject site. This report should be developed in consultation with the RAPs and include a protocol for the handling of any Aboriginal objects and archaeological resources that might be uncovered during the works.
- A staged archaeological test excavation program be undertaken in accordance with the developed ARD and EM. A salvage excavation should be undertaken if the test excavation encounters subsurface Aboriginal archaeological remains.
- Post-excavation reporting should be prepared following the completion of the further archaeological excavation program, with commendations based on the findings of the investigation.
- Consultation with RAPs should continue until the finalisation of the development and throughout the duration of the project to ensure the opportunity for community input.
- Implementation of an unexpected finds protocol for the unlikely event that human remains are uncovered during any site works.

Urbis Heritage conclude the site is suitable for development, subject to the implementation of the above mitigation measures.

6.2.11. Archaeology

Urbis Heritage have prepared a Historical Archaeological Impact Assessment (HAIA) to investigate the historical archaeological potential within the site and to investigate the likelihood that the proposed development would impact potential archaeological resources.

The HAIA was based on:

- Searches of statutory and non-statutory heritage listings
- Historical research on the subject site including analysis of historic mapping and imagery
- A physical survey of the subject site
- Analysis of relevant archaeological assessments
- Assessment of archaeological potential
- Assessment of archaeological significance
- Archaeological impact assessment.

6.2.11.1. Potential Impacts

The HAIA has concluded the following in relation to the historical archaeological potential of the site:

- There is a low-moderate potential for artefactual deposits to occur throughout the site. Artefactual deposits are likely to include intentional and accidental discard items, which could be located within discrete deposits or fills.

- The archaeological resources anticipated to occur at the subject site are not considered to meet the threshold for significance at a State or Local level.

6.2.11.2. Mitigation Measures

Urbis Heritage have recommended the following mitigation measures:

- Implementation of an Unexpected Finds Procedure. Where substantial intact archaeological relics of State or local significance are unexpectedly discovered during excavation, work must cease in the affected area and Urbis Heritage notified.
- Implementation of a Human Remains Procedure. In the unlikely event that human remains are uncovered during site works, all works within the vicinity of the find are to stop and NSW Police is to be notified.
- Prior to the commencement of works, an archaeological induction should be delivered by Urbis to all construction workers to outline how to identify archaeological relics and what to do if relics are uncovered.

Urbis Heritage conclude the site is suitable for development, subject to the implementation of the above mitigation measures.

6.2.12. Social Impact

A Social Impact Assessment (SIA) has been undertaken by AIGIS Group to assess the potential positive and negative social impacts arising from the proposed development **(Appendix DD**). The SIA involves a detailed and independent study to scope potential social impacts, identify appropriate mitigation measures and provide recommendations aligned with professional standards and statutory obligations.

6.2.12.1. Existing Environment

AIGIS Group prepared a community profile for the suburb of Gosford, based on Australian Bureau of Statistics data. Key characteristics of the community include:

- The higher proportion of single or lone person households and higher proportion of group households.
- The much larger proportion of rented dwellings.
- university level educational enrolments have increased over time, and are projected to continue doing so
- The regional population is considerably more culturally and linguistically homogenous than the NSW population.

6.2.12.2. Potential Impacts

The SIA assesses the direct and indirect social impacts on the existing community and identified stakeholder groups from the proposal. The SIA identifies the following impacts:

- Cumulative impacts from construction (medium negative)
- Heritage item (high positive)
- Traffic and parking generation during construction and operation (medium negative)
- Visual amenity (very high positive)
- Activation of the site and surrounds (very high positive)

AIGIS Group conclude that although the campus will materially change the localised built environment, the building design and the activation of the area will result in a positive outcome. The potential negative impacts (including construction noise, and traffic) are offset by other enduring positive impacts of the proposal.

6.2.12.3. Mitigation Measures

AIGIS Group provided the following recommendations to further manage the potential impacts from the proposal:

- Preparation of a construction management plan.

- Implementation of the recommendations from the heritage and traffic consultants.
- Submitting the CPTED Report to the Brisbane Waters Police District Crime Prevention Unit for review.

AIGIS Group conclude that subject to the above mitigation measures, the proposal will result in positive outcomes for the community.

6.2.13. Infrastructure Requirements and Utilities

ADP Consulting have prepared an Infrastructure Report (**Appendix EE**) that identifies the existing services and infrastructure within the vicinity of the site, establishes the impact on existing utility assets from the proposed development and the proposed augmentation connection required to service the proposal.

ADP Consulting have undertaken the following:

- Review DBYD information received from utilities including:
  - Water and sewer (Central Coast Council)
  - Power (Ausgrid)
  - Telecommunications (Telstra, NBN and Optus)
  - Gas (Jemena).
- Calculated the new infrastructure works required for the development, based on the architectural plans and area schedule.

Drawings from the relevant service providers are attached to the Infrastructure Report, outlining the location of existing services in relation to the site.

6.2.13.1. Potential impacts

The proposed infrastructure requirements to service the proposed development are summarised below.

- **Electrical**: based on the Ausgrid network status, the following electrical infrastructure works are required:
  - Undergrounding all overhead mains on Beane Street and Hills Street.
  - Restore public lighting illuminating on Mann Street, Beane Street and Hills Street
  - Install one new kiosk type substation on Hills Street within the site.
  - Reserve vacant land adjacent new kiosk substation for the future second substation (create easement).
- **Telecommunications**: The proposal will require a new incoming telecommunications feed from the frontage of the development site. The final connection point will be determined by the telecommunications network operator.
- **Sewer**: the project team have been consulting with Central Coast Council. ADP Consulting propose to extend the existing sewer main along the south side of Beane Street to connect into Ø150 sewer main on Mann Street. This will serve as the new connection for the site. This will be confirmed by Central Coast Council upon application of the Section 305.
- **Water**: The water main meter will be located on the south-western portion of the site and is to be connected to the Ø300mm water main. The boundary water meter is to have a backflow prevention assembly at the frontage of the property. The exact location of potable water supply connection is subjected to Section 306 Notice of Requirements advice.
- **Gas**: The existing 50NY 210kPa gas main along Beane Street is sufficient to serve the proposed development if required. The location of the property boundary regulator assembly will be at the Mann Street frontage at ground level.

6.2.13.2. Mitigation Measures

The proposed infrastructure upgrades outlined above will be implemented in consultation with the respective authorities at the detailed design stage to confirm the supply arrangement and modification. The utility service providers will consider the cumulative impact of the approved and proposed developments within the

locality on future demand and to ensure there is sufficient system capacity for the current proposal, as well as any future developments in the surrounding area.

It is concluded the proposed development can be satisfactorily serviced, subject to the augmentation of infrastructure listed above.

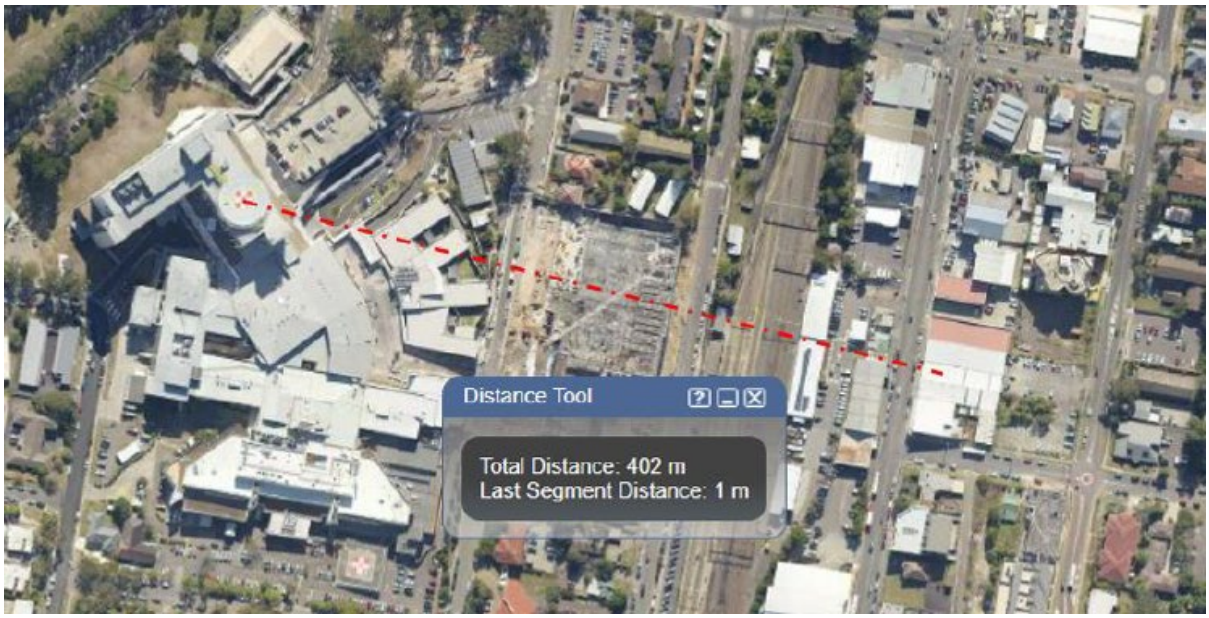
6.2.14. Aviation

An Aviation Impact Assessment has been prepared by AviPro (**Appendix FF)** to assess the impacts of the proposed development on surrounding flight paths.

6.2.14.1. Existing Environment

The site is not in proximity to any airport of airfield, however it is approximately 400m from Gosford Hospital Helicopter Landing Site (HLS). The distance from the development to the HLS is approximately 400m as shown in **Figure** 22 below.

Figure 22 Location of the site and the Gosford Hospital Helicopter Landing site



Source: AviPro

The elevation of the Gosford Hospital HLS is 62.48 AHD and the maximum planned elevation of the proposal is 40AHD. The building will therefore not be obstacles for helicopters arriving and departing from the Gosford Hospital HLS. Further, the site is not located near the Gosford Hospital Helicopter Landing Site (HLS) approach and departure paths.

In summary, AviPro conclude:

- the development at 305 Mann St, Gosford will have no impact on the approach and departure paths to and from the Gosford Hospital HLS, including the RNAV (GNSS) 340 instrument approach and its missed approach procedure;
- aviation obstruction lighting is not required on this building once developed,
- aviation lighting similar to the standards in NSW Health GL2020_014 Guidelines for Hospital HLS in NSW will be required on mobile cranes during construction if they operate at night or in low visibility, and
- the proposed development does not need to be advised to CASA through AirServices Australia as a tall structure.

6.2.15. Construction, Operation and Staging

A Preliminary Construction Management Plan has been prepared by the APP Group (**Appendix GG)**. The proposed development will be constructed in a single stage.

6.2.15.1. Potential Impacts

The hours of construction including delivery of materials to and from the site shall be restricted to between, as follows or as per Central Coast Council requirements:

- Monday to Friday inclusive 7.00am to 6.00pm
- Saturday 8:00am – 1:00pm
- No work on Sundays and Public Holidays.

6.2.15.2. Mitigation Measures

As part of the Construction Management Plan, the principal contractor will develop specific management plans to meet their contractual and legal obligations as well as detailing specific control measures of known risk through specific detailed control plans.

These include:

- Preparation of a safety management plan
- Site inductions to all personnel and visitors to the site.
- Preparation of a detailed site-specific risk register and assessment
- Signs to be displayed to identify prescribed areas, hazards, and instructions.
- Preparation of an environmental management plan.

6.2.16. Contributions and Public Benefit

A Planning Agreement with Central Coast Council is not proposed as part of the development, nor are any existing agreements in place which need be considered as part of the proposed works.

The contributions framework that applies to the proposal is as follows:

- *Gosford City Centre Special Infrastructure Contribution (SIC) Levy*

A SIC levy of two per cent of the cost of development is imposed on new development within the Gosford City Centre. This applies to development located on residential and business zoned land that has a cost of development of $1 million and over.

- *Central Coast Council 7.12 Contributions Plan for Gosford City Centre*

Exemptions are granted to various types of specific development, which does not include the proposal. A 1% levy on the total CIV of the proposed development is payable unless an exemption is granted. Notwithstanding this, for the reasons outlined under the various headings below, the University of Newcastle seeks an exemption under the provisions of Section 7.17 of the EPA & Act to the payment of contributions identified in the Plans identified above.

University as the Crown and Public Education Institution

The University of Newcastle is recognised as the Crown by virtue of clause 294(b) of the Regulations. Section 4.33 of the EP&A Act provides that in relation to Crown applications, a consent authority is unable to impose a condition of consent without the approval of the applicant (The University of Newcastle) or the Minister.

As a Crown DA, the consent authority has no power to issue a refusal or issue an approval subject to conditions of consent to which the University does not agree. The limitation on the power to impose a condition of consent extends to the consent authority's ability to require contributions to be paid. Contributions occur by way of conditions of consent. Therefore, DPE cannot impose conditions relating to contributions without the Minister's consent.

There are additionally strong merit considerations for an exemption from the payment of contributions to be applied, which are discussed in further detail below:

The Public Nature of the Proposed Development

The University and its campuses and facilities are inherently public in nature, providing educational and research opportunities to the Newcastle and Central Coast community and to the public at large. The proposed new health, innovation, and education campus in the heart of Gosford will provide space for emerging industries and collaboration. The site and building will also provide significant outdoor spaces to engage the community with the campus in the heart of the Gosford CBD.

The underlying purpose of Councils Section 7.12 Plan is to raise funds from private developments to contribute towards the cost of public facilities and community infrastructure to accommodate growth. The Section 7.12 plan notes that this includes improvement and embellishment of existing open space, community and cultural facilities, and recreational facilities such as cycle ways, wharves and boat ramps.

In this instance, the project is itself is key educational infrastructure, which will make a significant contribution to the social and cultural life of the Gosford community as well as providing a key outdoor space that will enhance the public realm.

Imposing a contributions levy on the University erodes the value of the public funding provided to the project from the NSW and Commonwealth Government and would effectively divert education-based funding away from the University for other potentially unrelated purposes in the local government area.

The consent authority (in this instance the Minister for Planning and Homes) is able to apply an exemption from the payment of contributions on a merit basis. An exemption is considered appropriate as the University is a not-for-profit public institution which relies on government grants, donations, and community funding.

Public Amenities Provided by the University on the site

The exemption from payment of contributions is considered appropriate, as the proposed building will provide significant public benefits on the site and to the community, including:

- Significant public opens space area of 2,450sqm on Mann Street with quality landscaping, seating and amenity.
- Café and retail spaces on the Mann Street frontage
- Permeable ground plane with active frontages and disabled access throughout
- 6-star Green Star as-built rating
- Innovation hub to support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship
- Water quality and quantity (OSD) infrastructure incorporated within the building.

The public open space and amenities will be provided by the University for the use of the community. Taking into account the significant public benefits which the proposed development, and the presence the University generally, provides, an exemption is considered appropriate.

Crown Applications – Department of Planning Circular D6

The Department's Circular D6 *"Crown Development Applications and Conditions of Consent*" sets out the reasons why Crown developments should be able to seek exemptions from contributions payments.

The effect of the Circular is that where the applicant is a Crown authority and the development is for 'educational services', no contributions should be collected for open space, community facilities, parking, and general local and main road upgrades.

The Circular provides that for 'educational services', contributions should only be levied towards funding for drainage (where the proposal is likely to increase site runoff or add to drainage infrastructure needs) or local traffic management at the site entrance, if required.

As stated in Circular D6:

"Crown Activities providing a public service or facility lead to significant benefits for the public, in terms of essential community services and employment opportunities. Therefore, it is important that these essential community services are not delayed by unnecessary disputes over conditions of consent. These activities are not likely to require the provision of public services and amenities in the same way as developments undertaken with a commercial objective."

The proposal will not result in increased runoff, with the water cycle management plan providing for the management of water on the site via OSD and a rainwater tank. There is also no requirement for roadworks to the site entrance. As such, we consider that development contributions should not be levied on the proposal.

7. Justification of the Project

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. Project Design

This SSDA seeks development consent for:

- Demolition of the existing building and associated structures.
- Excavation and earthworks to prepare the site for construction.
- Associated excavation, removal and capping of on-site existing redundant services and augmentation and connection of new services to service the proposal, as required.
- Construction of a new educational establishment building on the western portion of the site, comprising the following:
  - University space: 3,706m^2
  - Retail: 134m^2
  - Building height of 3 storeys.
  - On-site parking for 24 vehicles, with vehicular access off a new internal site laneway within the northern boundary of the site.
- Provision of 2,450m^2 of publicly accessible open space along the western, southern and eastern portion of the site.

Alternatives Considered

Following advice from the CoGDAP over three sessions, Lyons Architects made significant design changes in response to the feedback, including:

- Setting the built form back 6m from the Mann Street frontage to provide increased solar access to the proposed publicly accessible open space.
- Provision of a roof space that includes solar panels and landscaping.
- Separating the building into two cores to improve solar penetration into the teaching and learning spaces.

Mitigation Measures

As demonstrated in **Section 6** of this EIS, the proposal is capable of being constructed and delivered subject to the impact mitigation measures defined within **Appendix E**. Generally, key mitigation measures relate to the following impacts:

- Noise and vibration;
- Traffic and parking;
- Aboriginal cultural heritage and archaeology
- Social impact
- Environmental heritage.

Subject to adherence with the mitigation measures listed in **Appendix E**, it is considered that the proposal can be constructed and operated without any undue environmental impact.

7.2. Strategic Context

The proposal contributes to the State Government's vision for a revitalised Gosford CBD. The application will provide the first stage of urban renewal of a strategically unique, but currently underutilised site in Gosford CBD. The proposal leverages these qualities in a sympathetic manner, maintaining consistency with the surrounding built and natural environment.

In summary, the proposal aligns with the following relevant strategies and policies:

- **Central Coast Region Plan 2041:** The proposed redevelopment of the site for university uses and publicly accessible open space accords with the Central Coast Region Plan 2041 goals to create a 'healthy natural environment, flourishing economy and well–connected communities'
- **Draft Central Coast Local Strategic Planning Statement:** By expanding its presence on the Central Coast, the University will play a pivotal role in transforming Gosford into a thriving university-city at the heart of the region. The new University campus will help close skills gaps, increase educational participation rates, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
- **Gosford Urban Design Framework:** The proposal aligns with these objectives because it will establish a new health, innovation, and education campus in the heart of Gosford that will activate the Central Coast Education and Employment Precinct and catalyse ongoing revitalisation of the Gosford CBD. The proposal is considered to maintain strong strategic alignment with the Gosford UDF, noting that it has been independently reviewed by the CoGDAP who were (in part) involved in the creation of the UDF.
- **Better Placed:** The proposed development responds to the site context. The urban form has been carefully considered to provide publicly accessible open space to the key entry corner of Mann and Beane Street. The 'L' shape building form provides clear views into learning facilities.

7.3. Statutory Context

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix C**.
- This EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulations.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR waiver accordingly.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.
- The proposal complies with all of the relevant provisions under the Regional Precincts SEPP as detailed in **Appendix C**. The proposed development is consistent with the objectives of the B4 Mixed Use zone and educational establishments are permitted with consent.
- The proposed development has been assessed in accordance with the Resilience and Hazards SEPP and the development complies with the relevant clauses.
- The proposal generally accords with the relevant provisions of the DCP 2018 as outlined in **Appendix C**.

7.4. Community Views

Community and stakeholder engagement has been undertaken by Urbis and the Project Team in the preparation of the SSDA. This includes direct engagement and consultation with adjoining landowners and occupants and government, agency and utility stakeholders.

The feedback from the community and stakeholder engagement related to the following issues:

- Providing sufficient parking to minimise pressure on local car parking.

- Support for the new university campus as it will provide tertiary education options in Gosford.

It should be noted that two submissions were received as a result of 3,5000 letterbox drops, so the content of this submission is not indicative of wide spread community concern. DCP 2018 requires 1 space per 2 staff and 1 space per 30 students for educational establishments. The proposal provides 24 parking spaces for staff, which complies with the DCP 2018 rate of 1 space per 2 staff.

There is no parking proposed on site for students. SECA Solution conclude the site is well-serviced by public transport services. The lack of on-site car parking will discourage use of cars for transportation, in alignment with the NSW Government and Central Coast Council strategic transport objectives. The proposal includes end-of-trip facilities include 53 bicycle parking spots, 10 showers and 64 lockers to encourage active transport options for students and staff. This will be further supported by a Green Travel Plan to be implemented in operation.

On this basis, the proposed parking provision is concerned acceptable and appropriate.

7.5. Likely Impacts of the Proposal

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment**: the proposal addresses the principles of ecologically sustainable development **(ESD**) in accordance with the requirements at Section 193 of the Regulations and as outlined below:
  - **The precautionary principle**: The project does not pose any serious threat to the environment, nor any irreversible damage to the environment. As outlined in the BDAR Waiver (**Appendix Q**). No threatened species, threatened ecological communities, or their habitats, were recorded on the site. Therefore, clearing the site will have negligible adverse impacts on threatened species or ecological communities. The project will also provide biodiversity enhancement through significant areas of landscaping containing a high proportion of indigenous plant species and improved nature connectivity.
  - **Intergenerational equity:** Energy consumption will be minimised through a net zero design and delivery of 100% renewable electricity to the site, in line with the University of Newcastle's Environmental Sustainability Plan 2019-2025. Additionally, the project will be designed to achieve a 30% improvement on the National Construction Code 2019 energy efficiency requirements.
  - **Conservation of biological diversity and ecological integrity**: As part of the project's 6 Star Green Star pathway, credits are targeted that specifically aim to enhance biological diversity and maintain ecological integrity. The proposal includes significant landscape planting across the site, of which 80% will be indigenous plant species.
  - **Improved valuation, pricing and incentive mechanisms:** The project is designed to minimise pollution and waste through responsible construction practices that divert construction and demolition waste from landfill, responsible management of operational waste and stormwater pollution and run-off is minimised. Major components of the project design have been driven by whole-of-life cycle cost decisions including structural design and building services design.
- **Built Environment**: The new University campus will create many spaces for people to teach, learn and socialise. The industry engagement areas will provide activation areas for the wider community. The proposed café space and extensive landscaping works, and publicly open space will create spaces for the wider community to gather. The soft landscape will also be reflective of the local flora and will include local refences to indigenous planting and cultural totems.
- **Social**: The new University campus will help close skills gaps, increase educational participation rates, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
- **Economic**: The proposal provides employment opportunities in the short-term through construction and in the long-term through ongoing operation and retail uses. It is anticipated that the campus will support 48 direct full time equivalent positions once operational.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within **Section 6** and as summarised in **Appendix D** to this EIS.

7.6. Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The site is identified as 'Key Site 1' under the Gosford City Centre DCP 2018 due to its size and proximity to Gosford Railway Station and offers significant and unique urban renewal opportunities.
- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
- The proposed development responds to the site context. The urban form has been carefully considered to provide publicly accessible open space to the key entry corner of Mann and Beane Street.
- The Detailed Site Investigation (**Appendix Y**) confirms the site is suitable for development without the need for remediation, however have recommended de-watering mitigation measures to minimise any effects on the local stormwater network.
- A BDAR Waiver granted on 9 December 2022 confirms that the proposed development is not likely to have any significant impact on biodiversity values (**Appendix Q**).

7.7. Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
- By expanding its presence on the Central Coast, the University will play a pivotal role in transforming Gosford into a thriving university-city at the heart of the region.
- The University will help close skills gaps, increase educational participation rates, generate new jobs, support emerging industries, develop the health services workforce, and foster innovation and entrepreneurship.
- No adverse environmental, social or economic impacts will result from the proposal.

In view of the above, we submit that the proposal is in the public interest, is worthy of DPE's support and should be approved, subject to appropriate conditions.

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