

Greater Warnervale

Structure Plan

2021 - 2041



Shaping the future of Greater Warnervale

Acknowledgment of Country

We acknowledge the Traditional Custodians of the land on which we live, work and play.

We pay our respects to Darkinjung country, and Elders past and present. We recognise the continued connection to these lands and waterways and extend this acknowledgement to the homelands and stories of those who also call this place home. We recognise our future leaders and the shared responsibility to care for and protect our place and people.



Executive Summary

This Executive Summary provides an overview of the Greater Warnervale Structure Plan and is supported by a Background Report - Understanding Greater Warnervale which provides a detailed analysis of the current social, economic, natural and built environment conditions of the Study Area.

Overview

This Structure Plan has been prepared to guide the growth of Greater Warnervale over the next 20 years. It has been developed with input from the community, agency and industry stakeholders, and has been informed by a detailed analysis of the constraints, opportunities and strengths of the Study Area.

Greater Warnervale has been growing for over 20 years and is expected to accommodate the majority of population, housing and employment growth projected within the Central Coast local government area (LGA) until 2041. Central Coast Council (Council) recognises the growth pressures the LGA is under and the need to manage and plan for sustainable growth.

A Structure Plan is a long-term plan that establishes a vision and land use planning framework for an area undergoing change. This Structure Plan has been prepared to:

- Guide where growth and development will occur;
- Ensure development is appropriately located and sequenced; and,
- Ensure development is supported by the necessary infrastructure and services required to meet the needs of existing and future residents.

This will help Council provide greater certainty to the local community, industry and interested stakeholders about its expectation for future development within the Study Area.

Study Area

The Study Area is an extensive area (3,900 hectares) that covers the suburbs of Warnervale, Wadalba, Hamlyn Terrace, Woongarra, Wallarah and Halloran together with parts of Wyong, Kanwal, Wyongah Tuggerawong, Tacoma, Charmhaven and Jilliby (see **Figures 1 and 2**).



Figure 1 - Central Coast LGA (with Study Area inset)

Structure Plan Process

The North Wyong Shire Structure Plan (NWSSP) was published in 2012 and provided an integrated approach to the planning and delivery of land for residential and employment development within parts of the Study Area. The NWSSP is now over ten years old and has since been repealed by the Central Coast Regional Plan 2041 CCRP 2041.

This Structure Plan builds upon the NWSSP and the community's aspirations to guide the growth of Greater Warnervale. It is a high level and long-term land use strategy. Detailed technical studies for land within the Study Area are yet to be undertaken. The findings of future investigations may impact the land use recommendations within this Plan and some of the initiatives and actions could take up to 20 years to realise.

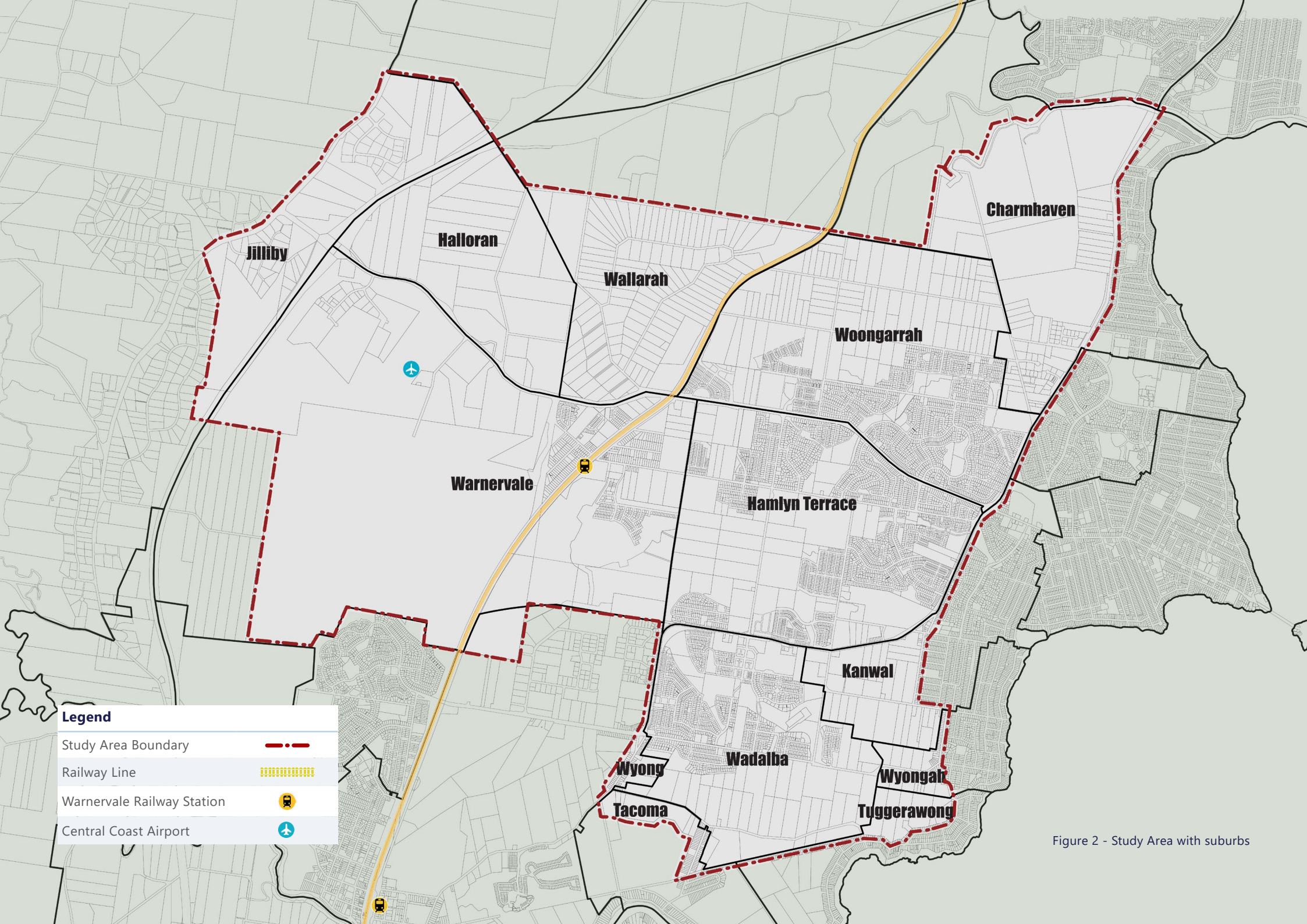
Amendments to existing planning controls are required to implement the recommended land use changes within this Structure Plan. Landowners and proponents will be required to submit planning proposals to rezone land in accordance with this Structure Plan. This is discussed further in **Chapter 6 – Implementation**.

A Profile of Greater Warnervale

Chapter 3 discusses the community and economic profile of the Study Area including age structure, household composition, education, employment and income. Note: Unless otherwise stated, data has been sourced from Australian Bureau of Statistics, Census of Population and Housing 2021. Compiled by .id, the population experts.

Existing Conditions

Chapter 4 provides an understanding of the existing environmental, economic and social conditions of Greater Warnervale. It provides the framework for the Structure Plan and has informed the strategic vision for the Study Area.



Legend





- Study Area Boundary 
- Railway Line 
- Warnervale Railway Station 
- Central Coast Airport 

Figure 2 - Study Area with suburbs

i. Executive Summary

Community Consultation

The Structure Plan has been informed by feedback from the community, industry and key stakeholders. A draft Structure Plan was released for public consultation in February 2023. Council received 115 comments on the interactive concept map and 62 feedback forms completed.

The analysis and engagement undertaken as part of the Structure Plan process identified a range of observations, challenges and opportunities associated with the Study Area. Together these have helped define areas for improvement and guide future actions and initiatives. Key feedback raised in submissions include:

- The natural environment needs to be protected and cared for.
- Waterways and natural areas need to be managed in a sustainable way.
- Support a mix of dwelling types, densities and lot sizes.
- Plant more trees to compensate for clearing of vegetation.
- Increase street tree planting to provide shade, greenery and improve pedestrian amenity.
- Support fauna crossings and street planting subject to implementation of a maintenance plan.
- Identify suitable locations for new schools to alleviate pressure on existing schools.
- Support more open space and recreational parks, walkways, sportsfields etc.
- Reduce traffic congestion at key pinch points before increasing population.
- Improve pedestrian and cycle connections.
- Deliver more shops, health and medical services to service the current and future population.
- Improve access to active and public transport options.
- Provide certainty regarding a new town centre.

Structure Plan and Vision

Chapter 5 outlines the vision for future Greater Warnervale - developed with input from the community, agencies and industry. This vision has been developed in response to the research and engagement undertaken to date as well as an analysis of existing conditions and opportunities of the Study Area.

It proposes a strategic land use strategy to help realise the vision for Greater Warnervale and aligns with the themes in Council's Community Strategic Plan - One Central Coast - that is smart, green and liveable with a shared sense of belonging and responsibility.

The future Greater Warnervale is planned to have ten distinct precincts, each with their own role, function and character (**see Figure 3**). The precincts have been informed by the existing conditions and strengths of each area.

When reviewing the Structure Plan, landowners should remember that the plan is high level. The Structure Plan (**see Figure 4**) identifies areas in the Study Area that are strategically located to accommodate additional employment and/or residential development. More detailed local investigations are needed to determine the exact development potential of these areas which is beyond the scope of this Structure Plan. The final boundaries for the proposed development precincts and green corridor and linkages will be determined when new local environmental plans are prepared for the area.

Implementation

The Structure Plan is a high-level framework that is not intended to resolve all issues associated with the Study Area. The plan does not change the zoning of land and the Structure Plan development precincts still need to be rezoned to allow urban development.

The rezoning of development precincts will be proponent led. The outcome of a rezoning process is typically a new zoning that enables the area to be developed for a range of land uses. The community will have an opportunity to comment on the new plans as each precinct is planned and rezoned.

Potential development precincts have been further divided into smaller precincts (**see Figure 3**), based on land ownership, topographic features and location. Rezoning proponents will be required to group rezoning proposals together by the relevant precinct. It is anticipated that this refinement of precincts will enable more positive development outcomes for the area, enabling Council to assess development proposals more holistically.

Chapter 6 is the implementation component of the Structure Plan. The Implementation Plan identifies the key actions arising from the plan, as well as the organisation with the main responsibility for each action.

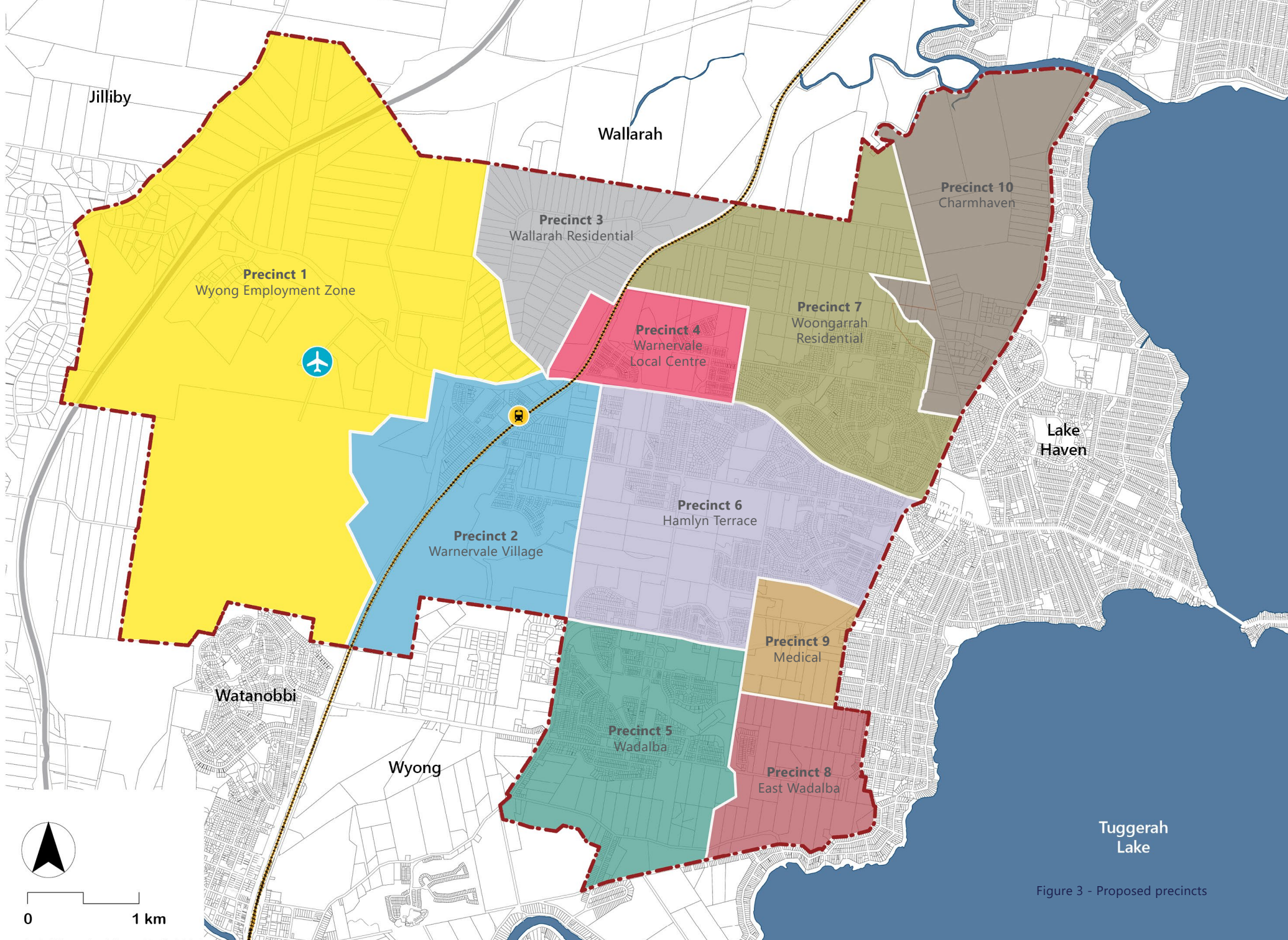
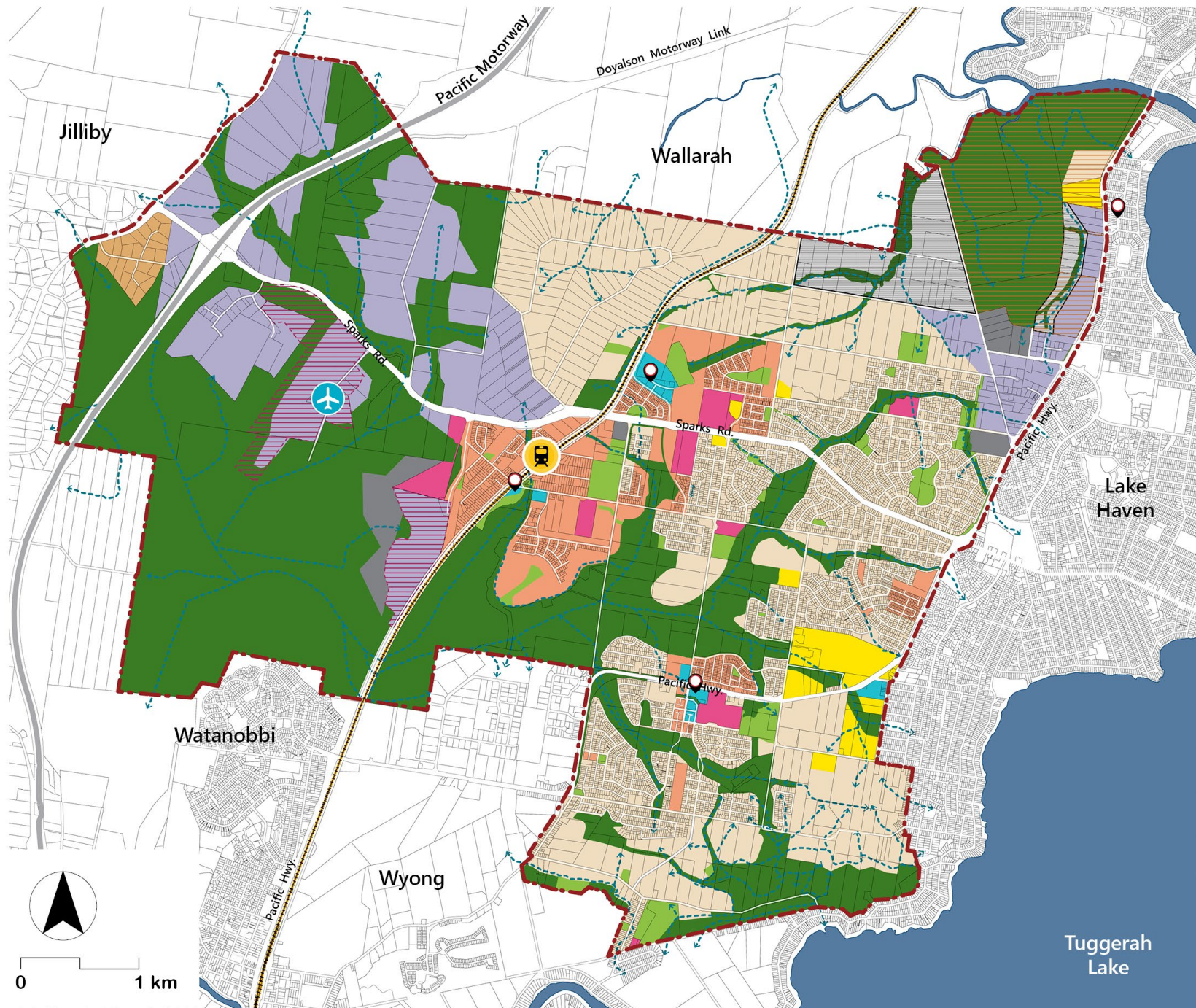


Figure 3 - Proposed precincts



LEGEND

Housing	Low Density Residential
	Medium Density Residential
	Rural Residential
Employment	Local Centre/ Business
	Employment/ Industrial Land
Health	Health and Medical/ Aged Care
Education	Schools (Public/ Private)
Recreation	Open Space and Recreation
Environmental	Environmental Corridor
	Hydrology/ Potential Environmental Corridor
Infrastructure	Infrastructure
Other	Greater Warnervale Structure Plan Study Area
	Investigation Area for Future Employment/ Housing
	Future Masterplan Area
	Area Subject to Place Plan
	Local Centre
	Warnervale Railway Station
	Central Coast Airport

Figure 4 - Proposed land use structure plan

Chapter 1

1.0 Introduction



1.0 Introduction

1.1 Purpose of the Structure Plan

Greater Warnervale has been growing for over 20 years and is expected to accommodate the majority of housing and employment growth within the Central Coast local government area (LGA). The Greater Warnervale Structure Plan establishes a framework to guide the future growth of the Study Area from approximately 36,846 people (ABS Census 2021) to approximately 64,044 people by 2041 (Forecast ID, May 2024).

Prior to the adoption of this Structure Plan, the North Wyong Shire Structure Plan (NWSSP) was the primary strategic planning document guiding development within the Study Area. The NWSSP was published in 2012 and sought to provide an integrated approach to the planning and delivery of residential and employment land within the Study Area. The NWSSP is now over ten years old and has since been repealed by the Central Coast Regional Plan 2041 CCRP 2041.

The CCRP 2041 identifies Warnervale as a “regionally significant growth area” that will be home to many more people in the future. This area is emerging as the primary growth front between the Central Coast and Greater Newcastle. Due to the population and employment growth expected to occur in the northern part of the LGA, it is important that Council sets a coordinated vision that underpins the directions outlined in CCRP 2041, manages growth and change, ensures the orderly development of land and reflects the significance of the area as a regionally significant growth area.

Structure planning provides a framework to coordinate strategic planning objectives and ensure the delivery of infrastructure, housing and jobs to cater for future population growth. The purpose of the Structure Plan is to develop a strategic vision for Greater Warnervale, informed by community, agency and industry feedback.

1.2 How will this Plan be used?

This Structure Plan is a strategic document used by Central Coast Council to determine the application of local planning policies and the consideration of applications to rezone land (i.e. planning proposals).

The Plan will inform local strategic planning, local environmental plans and the assessment of planning proposals within the Study Area. It will guide the decisions of Council and support future growth and change.

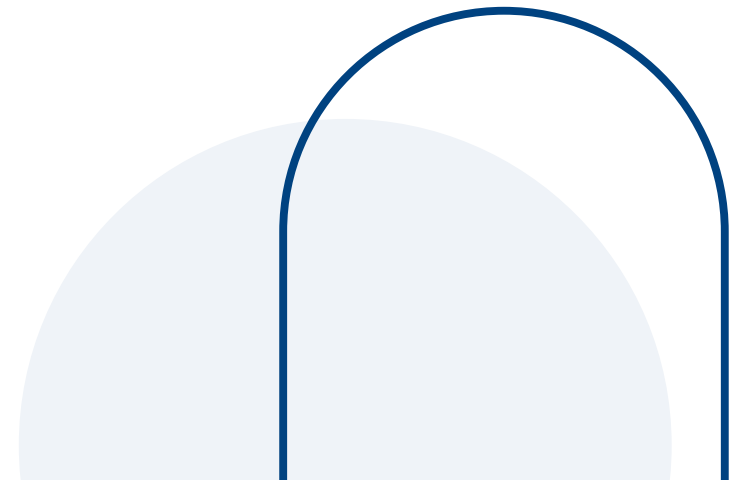
It is important to note that this Structure Plan does not amend current planning controls or rezone land. The outcomes of this Structure Plan will be implemented through proponent-initiated planning proposals and is subject to detailed technical investigations being undertaken for each precinct. It is acknowledged that additional studies undertaken may require this Structure plan to be varied.

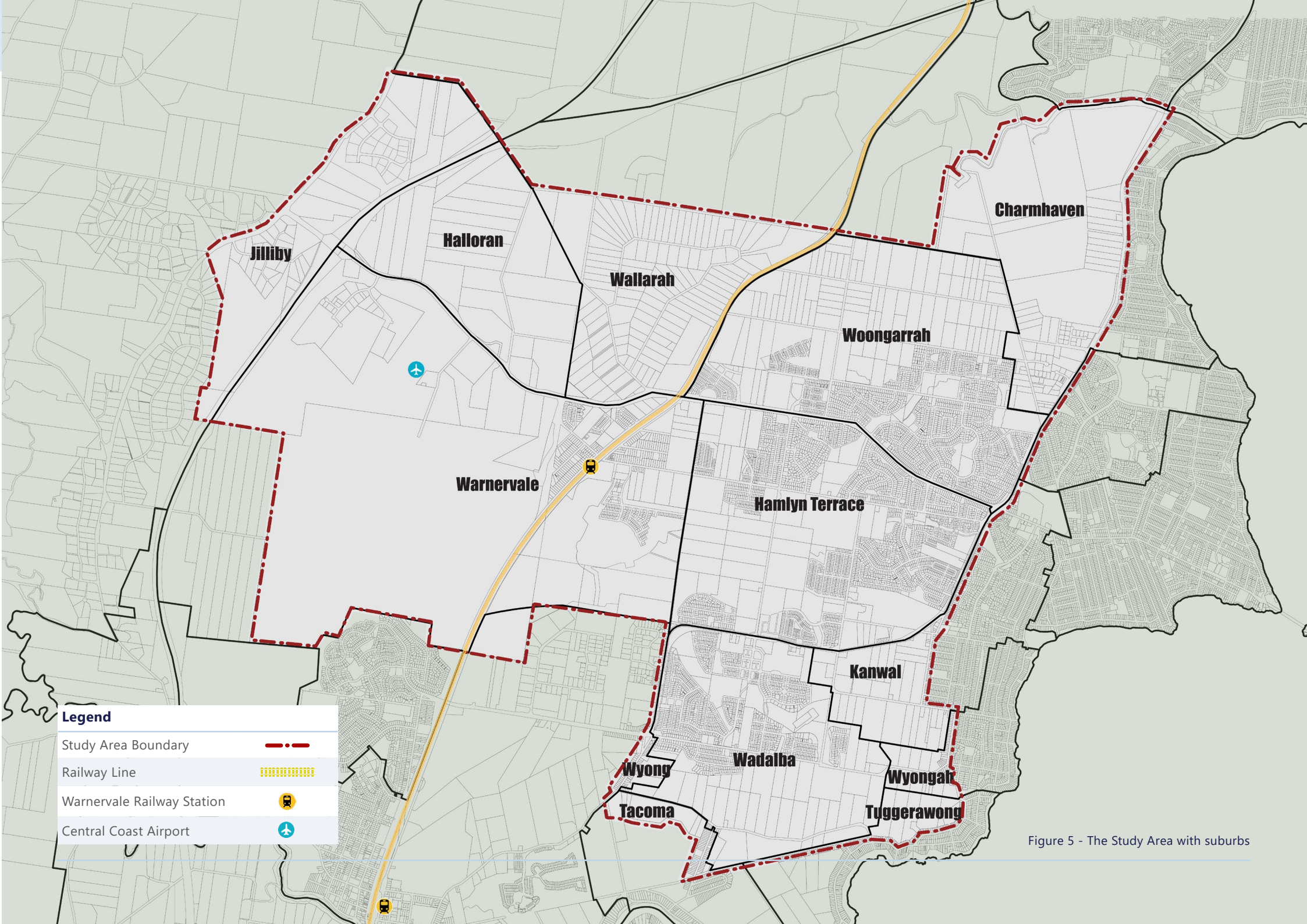
Through its implementation, the Plan will provide greater certainty for residents and landowners regarding the future directions of the Study Area over the next 20 years.

1.3 Structure Plan process and components

The Structure Plan has been developed over two stages. Stage 1 involved a detailed analysis of current conditions, observations and opportunities of the Study Area. Please refer to **Chapter 4** and the Background Report provided at **Appendix A**.

In February 2023, a draft Structure Plan was exhibited. Stage 2 involved analysing and responding to the aspirations of the community, government agencies and industry to guide the future growth of the Study Area and provide a clear vision (**this Plan**).





Legend





- Study Area Boundary 
- Railway Line 
- Warnervale Railway Station 
- Central Coast Airport 

Figure 5 - The Study Area with suburbs

1.0 Introduction

1.4 Objectives

The objectives of the Structure Plan are to:

- Propose land use recommendations to support long-term sustainable growth of the Study Area;
- Provide certainty to the community, local government and industry groups on the desired location of future development and conservation areas;
- Identify and protect important environmental assets, landscapes and natural resources;
- Identify key infrastructure requirements to support development;
- Provide opportunities for passive and active recreation;
- Identify an appropriate environmental and open space network;
- Review options for the future development of Warnervale Local Centre (formerly known as Warnervale Town Centre);
- Ensure new development contributes to infrastructure costs.

1.5 The Study Area

Greater Warnervale is located within the northern part of the Central Coast Local Government Area (LGA) approximately 30km north of Gosford, 10km north of Wyong, 70km south of Newcastle and over 100km north of Sydney. For the purposes of this Structure Plan, **Figure 5** identifies the boundaries of the Study Area. The Study Area is 3,900 hectares in size and comprises the suburbs of Jilliby, Halloran, Warnervale, Wallarah, Woongarah, Hamlyn Terrace, Wadalba and parts of Charmhaven, Kanwal, Wyongah, Tuggerawong, Tacoma and Wyong.

The Study Area is serviced by the main northern railway line with services to Sydney and Newcastle departing from Warnervale Station. It is bound by four significant transport corridors – the M1 Motorway to the west, Sparks Road and the Northern Railway Line through the middle and the Pacific Highway to the south and east.

The area comprises residential, service, retail, medical and commercial businesses as well as the industrial lands in Wyong Employment Zone. The area has a variety of key destinations including supermarkets, schools, civic and recreational facilities and open spaces. The Study Area is undergoing significant transformation with the delivery of new housing and jobs and contains the majority of urban growth opportunities within the Central Coast LGA.

Chapter 2

2.0 Planning Framework



Planning Framework

The following chapter outlines the strategic and statutory planning framework that applies to this Structure Plan and includes an overview of the key regional and local strategies that led to the development of this Plan.

Strategic Framework

There are a range of Council and NSW government policy documents that guide and provide the strategic context for this Structure Plan. A detailed assessment of the Structure Plan's consistency with the relevant strategic plans is provided in the Background Report at **Appendix A**.

Figure 6 establishes the land use planning framework for Central Coast Council and defines the hierarchy of each strategic planning document.

Central Coast Regional Plan 2041

The Central Coast Regional Plan 2041 CCRP 2041 is a 20-year plan that outlines the NSW Government's land use vision for the Central Coast. The Plan identifies Warrervale as a regionally significant growth area and a priority location for future housing and employment (see **Figure 7**).

This Structure Plan is the first step in implementing Planning Priority 1 of the CCRP 2041 which seeks to "accelerate housing and employment growth in identified precincts."

The following objectives are of relevance to Greater Warrervale:

- Create 15 minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities;
- An interconnected Central Coast without car dependent communities;
- Plan for 'nimble' neighbourhoods, diverse housing and sequenced development;
- Reach net zero and increase resilience and sustainable infrastructure;
- Plan for businesses and services at the heart of healthy, prosperous and innovative communities;

- Plan for alternative land uses for former power stations and mining sites; and,
- Promote sustainable use of mineral and energy resources.

A key theme in CCRP 2041 is the concept of 15-minute neighbourhoods where people can access most of their daily needs within 15 minutes from where they live. To achieve this, the Structure Plan focuses urban development in existing and new local centres, promotes a greater diversity of land uses and housing in greenfield areas and identifies strategies to encourage investment in footpaths, cycleways and public transport to support 15-minute neighbourhoods.



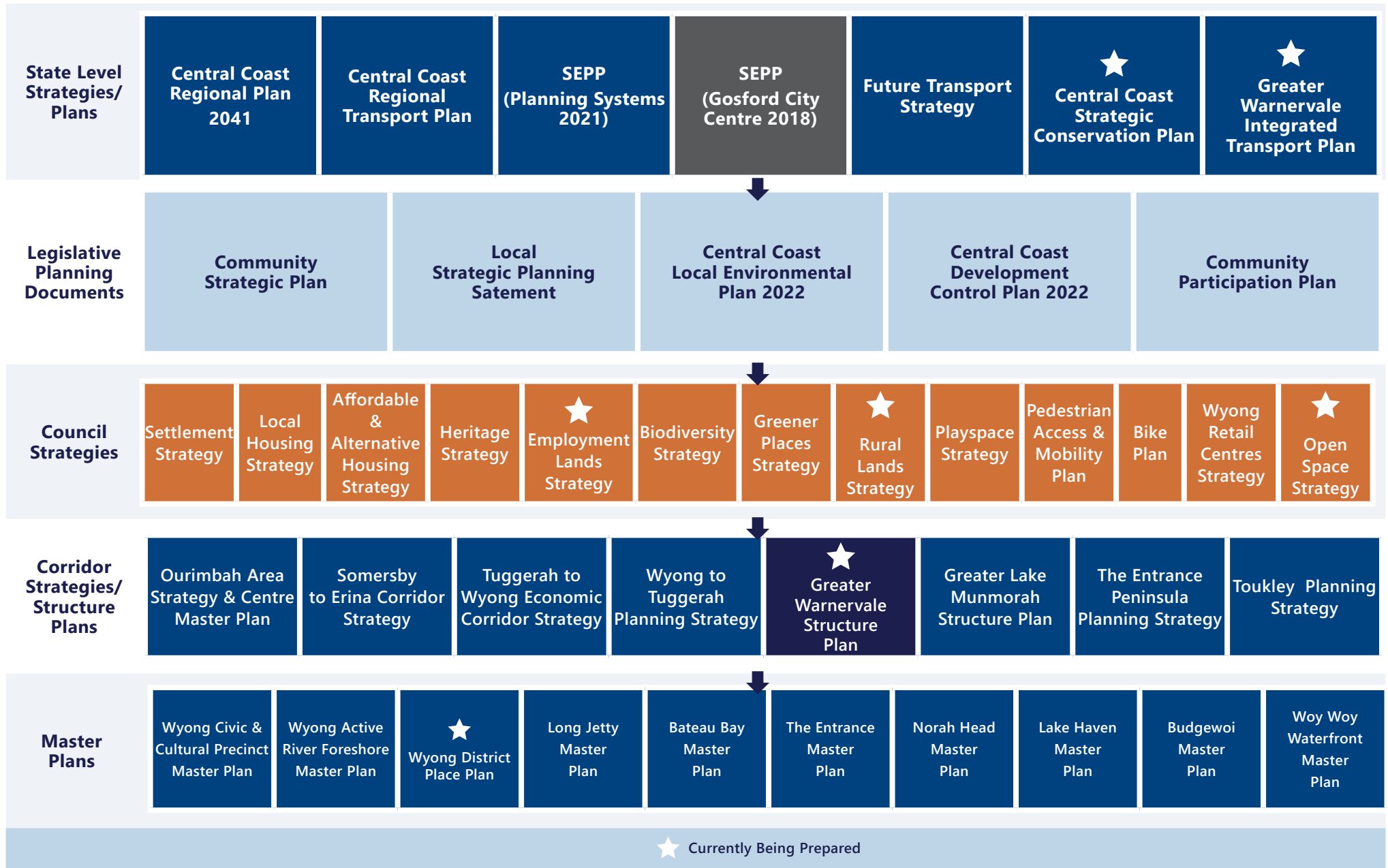


Figure 6 - Strategy Hierarchy as it relates to Greater Warnervale Structure Plan



Place Delivery Program

The Place Delivery Group program applies to areas moving from strategic planning to construction. It aims to realise the vision of the Central Coast Regional Plan 2041.

A proponent, council or government agency can nominate a site to be considered by the Urban Development Program (UDP). Successful nominations will then be progressed through a Place Delivery Group (PDG) program.

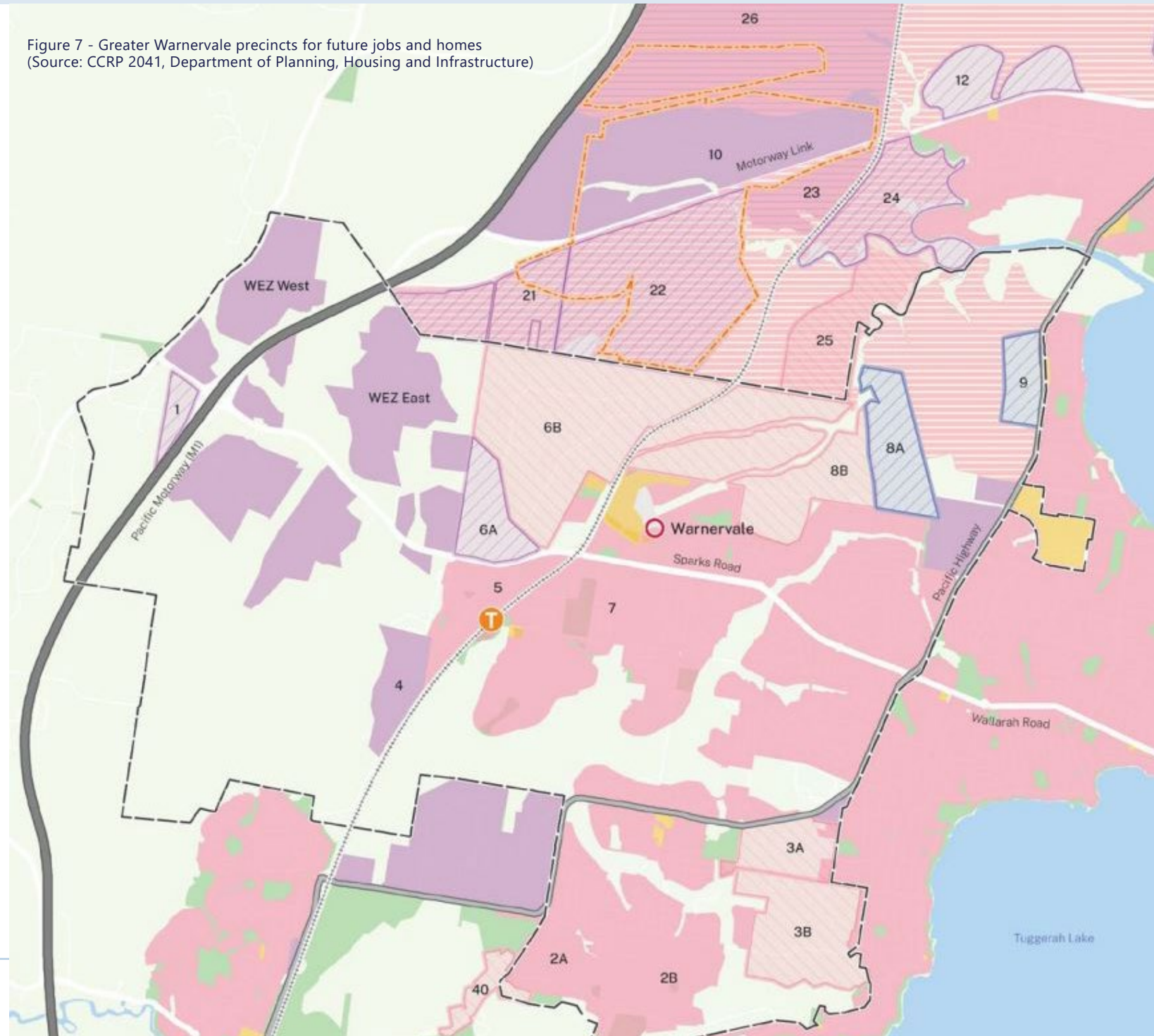
The UDP supports the delivery of infrastructure and new development by improving the coordination of the various stakeholders responsible for development and infrastructure delivery, and by actively managing a pipeline of future development.

CCRP 2041 recommends a Place Plan be prepared for Warnervale. At the time of preparing this Structure Plan, a Place Plan for Warnervale will not be prepared. This Structure Plan will guide development within the Study Area and future rezoning proposals will be submitted on a precinct-by-precinct basis.

There is currently one place strategy nomination within the Study Area. The place strategy relates to 176ha of land at Charmhaven. Should a future Place Plan be endorsed, the land use recommendations of this Structure Plan may change. The final recommended land uses in the endorsed Place Plan may also impact future recommend land uses in areas adjoining the Place Plan boundaries.

Figure 7 - Greater Warnervale precincts for future jobs and homes
 (Source: CCRP 2041, Department of Planning, Housing and Infrastructure)

-  Greater Warnervale Structure Plan
-  Strategic centre
-  Mixed-use investigation area
-  Employment investigation area
-  Residential investigation area
-  Strategically located but constrained land
-  Employment
-  Residential
-  Commercial
-  Extractive resource area (clay and gravel)
-  Train station
-  Railway
-  Motorway
-  Highway
-  National park and state forest
-  Open space
-  Water body



2.0 Planning Framework

One Central Coast – Community Strategic Plan 2018-2036

The Central Coast Council Community Strategic Plan 2018 identifies the Central Coast community's five priority focus areas to create the best possible quality of life for residents. The Structure Plan sets the framework to deliver liveable communities that support infrastructure investment and development, improve quality of life, maintain and enhance natural assets.

The Structure Plan includes actions that seek to achieve the following objectives of One Central Coast:

- A growing and competitive region;
- Environmental resources for the future;
- Cherished and protected natural beauty;
- Good governance and great partnerships;
- Delivering essential infrastructure;
- Balanced and sustainable development;
- Reliable public transport connections;
- Healthy lifestyles for a growing community.



Central Coast Local Strategic Planning Statement

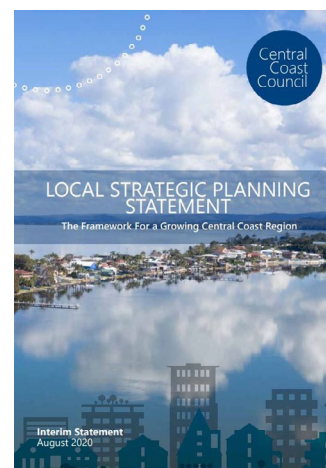
The interim Central Coast Local Strategic Planning Statement (LSPS) provides a long-term vision and land use planning priorities for the region over the next 20 years. It aligns both the state and local strategic planning goals.

The LSPS identifies Warnervale as an 'emerging strategic centre' and identifies the following growth corridors:

- Area 1 from Tuggerah to Wyong will be a focus for local employment and enable primary commercial and economic centres on the Central Coast.
- Area 2 Greater Warnervale will be a focus for new greenfield housing and employment.

The Structure Plan will help implement the vision of the LSPS which is to focus housing and employment in Greater Warnervale and grow the Central Coast in a manner that ensures increased residential density is supported by improved accessibility to public transport, amenities, services and employment.

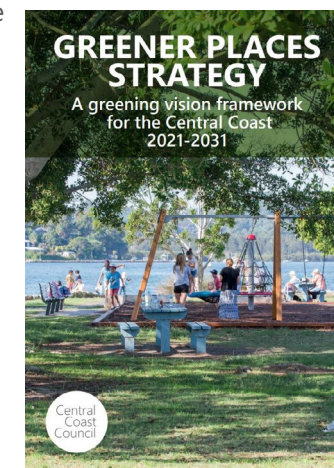
The LSPS is currently under review to ensure it reflects the community's changing views on the future desired state for the Central Coast. It will continue to inform future strategic planning.



Central Coast Greener Places Strategy 2021-2031

The Central Coast Greener Places Strategy provides a holistic framework for urban greening in the region. The Strategy seeks to promote, maintain and enhance urban greening across the Central Coast by planting and maintaining trees in public areas. Specific objectives of relevance to this Structure Plan include:

- Identify opportunities for greening;
- Strengthen tree removal and replacement processes to avoid the net loss of tree canopy cover;
- Establish processes for the replacement of removed private trees where practicable;
- Develop operational plans for public tree planting across the key priority suburbs;
- Promote improved liveability through using plants in urban design to mitigate Urban Heat Island Effects.



Central Coast Biodiversity Strategy

Biodiversity is a broad term for the many species and ecological processes that are essential in maintaining the amenity of the Central Coast and its landscapes.

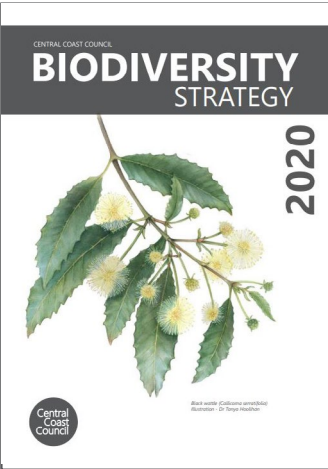
The Central Coast Biodiversity Strategy presents a roadmap for the future of biodiversity of the Central Coast. A desired outcome of the Structure Plan is to protect and enhance the landscape and biodiversity values of the Central Coast.

The Biodiversity Strategy identifies priority conservation areas and includes actions for further assessment as part of the LEP process. The following objectives are of relevance to this Structure Plan:

- Comprehensively plan for the management of biodiversity in Council’s natural areas;
- Improve biodiversity in Council’s natural areas;
- Improve the long term protection status of Council’s natural areas;
- High biodiversity value areas are appropriately identified, protected and restored as part of future land use planning investigations.

The Structure Plan provides broad strategic direction on biodiversity actions and priorities, and associated mapping. Council has mapped local biodiversity corridors as the first step in providing protection for connectivity through the planning process. This Structure Plan provides an opportunity to identify and strengthen future biodiversity corridor connections.

As part of future planning proposals, Council supports the implementation of appropriate planning controls to protect biodiversity and will seek to ensure the CCLEP 2022 strengthens protection of biodiversity in the Study Area.



Central Coast Strategic Conservation Plan

The Department of Planning, Housing and Infrastructure (DPHI) is undertaking strategic conservation planning in the Central Coast region to balance expected urban growth with the protection of biodiversity at a landscape scale. The Central Coast Strategic Conservation Plan (CCSCP) covers land identified for future development under the CCRP 2041 and the Darkinjung Development Delivery Plan.

The CCSCP seeks to resolve land use tensions between biodiversity values and development, with the aim to support growth, provide planning certainty and streamline biodiversity approvals, and achieve long-term biodiversity outcomes on Central Coast.

The preparation of a CCSCP to support urban development while protecting plants, animals, and their habitats, is underway. The work involves assessing impacts on biodiversity from future urban growth within nominated areas and developing a conservation program to avoid, mitigate and offset these impacts.

The CCSCP will seek biodiversity approvals under both the NSW Biodiversity Conservation Act 2016 and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 for land within the nominated areas considered suitable for development.

Council will continue to liaise with DPHI on the CCSCP and will consider the outcomes of the CCSCP in updates and reviews of the Structure Plan.



2.0 Planning Framework

Draft Central Coast Employment Lands Strategy

Council is preparing a Central Coast Employment Lands Strategy that seeks to unlock employment land to attract new business and enable business expansion. The Strategy will inform future amendments to CCLEP 2022 and guide future decision making by Council in relation to planning proposals for employment lands.

Council's draft Employment Lands Strategy proposes a number of preliminary actions that apply to GWSP employment lands and future growth areas. These include:

- Planning for Warnervale to accommodate industrial, manufacturing, logistics and warehouse land uses, and progress circular economy and sustainable industries.
- Protect opportunities for larger logistics businesses in Warner Business Park by establishing a minimum subdivision size of at least 2,000m² and zoning as E4 General Industrial.
- Develop Wyong Hospital and surrounds as a regional health and medical precinct.
- Explore the feasibility of infrastructure delivery within Wyong Employment Zone and consider public coordination and subsidisation if the land is not feasible for private delivery.
- Prepare a staging and master plan development for the Central Coast airport to attract ancillary aviation businesses. Investigation required capital works needed at the Charmhaven Sewage Treatment Plant to minimise odour impacts and allow for additional development opportunity.
- Provide frequent and easy access to the Warnervale station from key destinations such as schools, hospitals, shops.
- Create safe, well connected, and accessible walking and cycling routes to destinations in the Tuggerah to Wyong corridor on the Pacific Highway, connecting to existing facilities at the Wyong Road intersection.
- Strengthen and promote inter regional connection by completion of the Pacific Highway upgrades and Link Road from Wyong to Warnervale.

Central Coast Local Housing Strategy

The Central Coast Local Housing Strategy (LHS) provides an understanding of the supply of housing on the Central Coast, the types of housing that are needed now and in the future, and potential barriers to meeting those needs. It sets out a strategy to meet the housing needs of the growing population.

The Structure Plan is consistent with the key objectives of the LHS such as encouraging the provision of new housing in locations that support the 15-minute communities objective in the CCRP 2041, managing the development of greenfield release areas so that new residents are supported by infrastructure delivery and have access to a range of housing options and supporting housing growth in the key centres.

The following growth priorities are of relevance to Greater Warnervale:

Opportunity:

Established local centres with amenity and potential for character-led infill.

Action:

Support CCRP's proposed retrofit of Charmhaven and Lake Haven to 15-minute neighbourhoods.

Opportunity:

Growth being guided under CCRP, Greater Warnervale Structure Plan and Greater Lake Munmorah Structure Plan. Existing local centres identified for retrofit/renewal.

Action:

Monitor take-up under UDP. Introduce greater housing diversity (Strategy 3.1). Investigate actions that could improve the ability of the Lake Munmorah area to operate as a 15 minute neighbourhood.

Opportunity:

Established local centres with amenity and potential for character-led infill.

Action:

Support CCRP's proposed retrofit of Charmhaven and Lake Haven to 15-minute neighbourhoods.

Draft Central Coast Regional Transport Plan

The draft Central Coast Regional Transport Plan is closely aligned with CCRP 2041. It provides a blueprint for how Transport for New South Wales (TfNSW) will improve safety, connectivity, productivity and resilience of the transport network in the Central Coast Region.

The Plan identifies the following initiatives for Warnervale:

0-10 years

- Investigation of Pacific Highway upgrade between Charmhaven and Watanobbi
- Investigation of duplication of Sparks Road between M1 Pacific Motorway and Albert Warner Drive

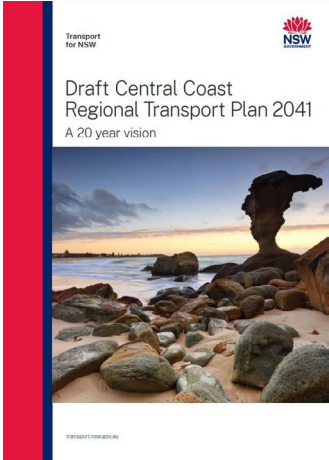
5-10 years

- Warnervale Link Road, Albert Warner Drive to Pacific Highway

Council will continue to work with TfNSW on upgrades to the existing road network to support the projected population growth.

The Draft Central Coast Regional Transport Plan presents opportunities for Council to advocate for:

- More frequent and direct bus services between residential and employment areas and centres;
- Investment in public and active transport by State Government will improve access to public and active transit for residents and workers;
- Local pedestrian and cycling network connections to major transport hubs;
- Increased train frequencies from Warnervale Station.



Greater Warnervale Integrated Transport Plan

TfNSW is currently preparing an Integrated Transport Plan (ITP) for the Greater Warnervale area, benchmarking the current performance of transport networks and identifying initiatives to support the future land use vision for the area as well as achieve the outcomes articulated in TfNSW strategies and policies such as Future Transport Strategy.

The purpose of the ITP is to better understand the changing transport needs of the area with planned increases to population and employment. This will better inform future decision making and investment.

TfNSW have established a working group for the ITP. Council is a member of the working group formed to develop these initiatives and help shape the future transport networks for the Warnervale area.

Statutory Framework

Central Coast Local Environmental Plan 2022

The key planning controls applying to land within the Study Area are identified in the Central Coast Local Environmental Plan 2022 (CCLEP 2022). CCLEP 2022 determines what type of development can be undertaken on land and is supported by mapping, including land use zones, minimum lot sizes and height of building controls.

The Structure Plan outlines proposed land use recommendations and provides a framework for future planning proposals to rezone land. Such planning proposals would seek to amend the provisions applying to land under CCLEP 2022.

Amendments to other development controls such as height of buildings, lot sizes and floor space will also be considered as part of future planning proposals to facilitate preferred land use and development outcomes.

Central Coast Development Control Plan 2022

Central Coast Development Control Plan (CCDCP) 2022 provides detailed planning and design guidelines to support the planning controls in CCLEP 2022. DCP provisions include controls relating to building design, road layout, car parking, landscaping, amenity etc. As part of the planning proposal process to rezone land, specific development control plans will be prepared for each precinct. These provisions will be considered as part of the preparation and assessment of future development applications within each precinct.

Development Contributions Plans and Planning Agreements

Warnervale District Contributions Plan 2021

Development contributions (also known as local infrastructure contributions) are charged by Council when new development occurs. These contributions fund local infrastructure needed to support an increased number of residents in the area.

Warnervale District Contributions Plan 2021 is the relevant contribution plan applying to development within the Study Area. The Plan sets out contributions required from new development to fund local infrastructure to support the growing population. The contribution plan will be amended to ensure infrastructure is appropriately funded and delivered as a result of the increased population projected to live within the Study Area.

The types of public amenities and public services required to meet the demands of the expected future development, and for which costs are included in the contribution plan, are as follows:

- Local and district parks;
- Local and district sporting and recreation facilities;
- Local and district community facilities;
- Local and district roads, cycleways and intersections;
- Drainage and water quality works;
- Environmental corridors; and
- Plan studies and administration.

For most of the infrastructure facilities, Council is funding the full cost from developer contributions.

Housing and Productivity Contribution

The Housing and Productivity Contribution commenced on 1 October 2023. It is a development charge that will help fund the delivery of infrastructure in high-growth areas. It will apply to all new residential, commercial and industrial development applications within the Study Area. The program will operate like a grants program where nominations can be made each year.

There are opportunities for Council to nominate infrastructure projects within the Greater Warnervale area that will act as a catalyst for development.

Chapter 3

3.0 Greater Warnervale Now



3.0 Greater Warnervale Now

3.1 Community Profile

Population Projection

Census data is categorised into Statistical Areas Level 1 (SA1s) which are geographic areas designed to represent the functional extent of each area. Greater Warnervale is a rapidly growing area, incorporating the following SA1 areas - Warnervale, Wadalba, Kanwal, Wyong, Wallarah, Halloran, Hamlyn Terrace, Woongarra, Charmhaven, Tuggerawong, Wyongah, Tacoma, and Jilliby.

In 2021, the estimated resident population of these combined areas was 36,846 people. The Study Area has experienced a significant increase in population over the last five years and will be the focus area for growth over the next 15 years within the Central Coast. The Study Area is projected to grow to 64,044 people by 2041 (Source: Australian Bureau of Statistics (ABS) Census 2021, Population and household forecasts, 2021 to 2041, prepared by .id (informed decisions), May 2024.

Age structure

Dominant Groups

Approximately 20% of the population are parents and home builders (35-49) indicating that the area is a popular home to young families. The second largest age groups are young workforce (25 to 34) at 14% and older workers and pre-retirees (50 to 59) comprising 14.9% of the population.

Analysis of the age groups of the Study Area in 2021 compared to the Central Coast Council area shows that there was a higher proportion of younger age groups (18 to 49 years) and a lower proportion of older age groups (70+ years). Overall, 47.6% of the population were aged between 18 and 49, and 17% were aged 70 years and over. Compared with 38% and 17% respectively for the Central Coast Council area.

The major differences between the age structure of the Study Area and Central Coast Council LGA were:

- A larger percentage of 'Parents and homebuilders' (35 to 49) (20% compared to 18.3%)
- A larger percentage of 'Young workforce' (25 to 34) (11.5% compared to 11.0%)
- A larger percentage of 'Primary schoolers' (9.3% compared to 8.6%)
- A smaller percentage of 'Empty nesters and retirees' (60 to 69) (10.4% compared to 12.4%)
- A smaller percentage of 'Seniors' (70 to 84)' (11% compared to 13.2%)

Emerging Groups

Between 2011 to 2021, the Central Coast population increased by 8,817 people. This represents an average annual population change of 3.9% per year over the ten-year period. The largest changes between 2011 and 2021 were in the following age groups:

- Young workforce (25 to 34) (+1,575 people)
- Parents and homebuilders (35 to 49) (+1,157 people)
- Seniors (70 to 84) (+1,573 people)
- Older workers and pre-retirees (50 to 59) (+1,178 people).
- Tertiary education & independence (18-24) (+1,131 people)

By 2041 it is anticipated that Greater Warnervale will need to house more than 27,198 additional people.

3.2 Household Profile

Dwellings

Dominant groups

In 2021 there were 13,066 dwellings in the Study Area. Approximately 90.2% of dwellings were separate houses, 9.4% were medium density dwellings and there were no high-density dwellings, compared with 76.4%, 18.1% and 4.5% for the Central Coast respectively.

Emerging groups

Between 2011 and 2021, the total number of dwellings in the Study Area increased by 2,978. The largest changes in the type of dwellings found were:

- Separate house (+ 2,820 dwellings)
- Medium density (+ 396 dwellings)
- Caravans, cabins (- 238 dwellings).

Households

Dominant groups

The family and household structure of the population is an indicator of the residential role and function of the area, particularly with regards to the types of housing markets attracted to the area. It provides key insights into the level of demand for services and facilities as most services are age and household specific.

The Study Area is characterised by a high proportion of couple families with children and a high proportion of one parent families. 31.5% of households were made up of couples with children and 15% were one parent families compared to 27.1% and 12.8% respectively for the Central Coast.

Reflective of the younger age profile, there is a lower proportion of lone person households (20.6% compared to 26.0% for the Central Coast) and lower proportion of couple only households (24% compared to 25.8%).

In 2021 the average household size in the Study Area was 2.99 compared to 2.46 people per household for the Central Coast.

The major differences in the household size for the Study Area and Central Coast Council area were:

- A larger percentage of households with 4 persons usually resident (17% compared to 15%)
- A larger percentage of households with 5 persons usually resident (8% compared to 6%)
- A smaller percentage of households with 1 person usually resident (22% compared to 27%)
- A smaller percentage of households with 2 persons usually resident (32% compared to 34%)

Emerging groups

The number of households in the Study Area increased by 3,082 between 2011 and 2021.

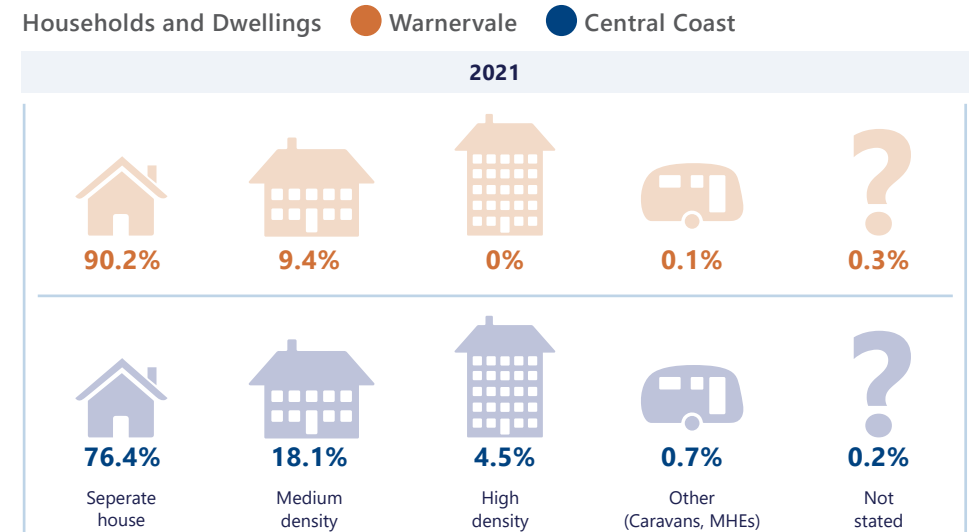


Figure 8: Dwelling Types

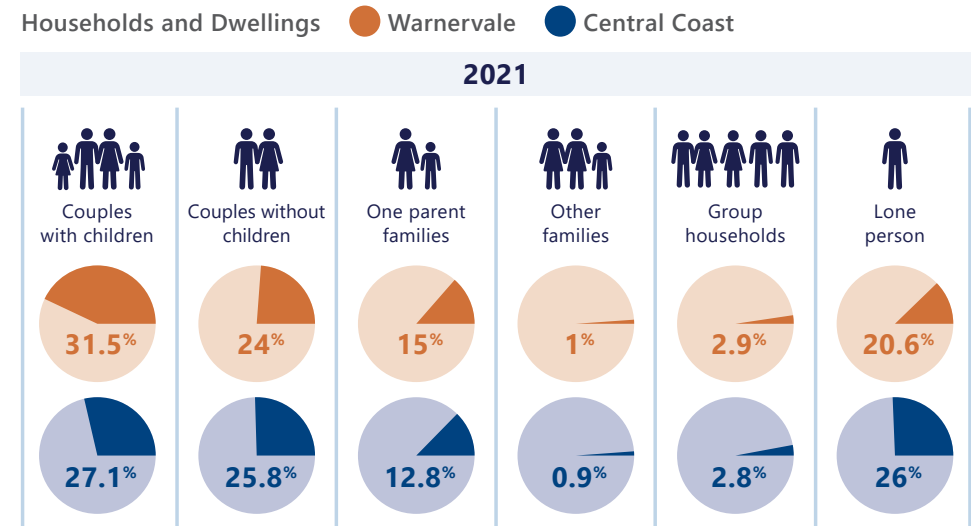


Figure 9: Household Types

3.3 Demographic Profile

Cultural Diversity

In 2021, 78% of the population were born in Australia. This compares to 79% for the Central Coast. Overall, 14.8% of the population were born overseas compared to 16.1% for the Central Coast. 7.9% of people spoke a language other than English at home compared to 7.1% for the Central Coast. Between 2011 and 2021 the number of people born overseas increased by 2,042.

In 2021, 6% of the Study Area's population were Aboriginal & Torres Strait Islander in comparison to 4.7% for the Central Coast and 3.2% for NSW.

Socio-economic Disadvantage

The SEIFA Index of Disadvantage measures the relative level of socio-economic disadvantage based on a range of Census characteristics. A higher score on the index means a lower level of disadvantage. A lower score on the index means a higher level of disadvantage. In 2021, the Study Area scored 8756.2 on the SEIFA index of disadvantage. This compares well to the Central Coast (994) and NSW (1001.0).

3.4 Economic Profile

Education

Education qualifications, labour force status, occupation and income indicators help evaluate the economic opportunities and socio-economic status of an area.

In 2021 the population in the Study Area had a lower proportion of people with formal qualifications (Bachelor or higher degree, Advanced Diploma or Diploma, or vocational qualifications) and a higher proportion of people with no formal qualifications

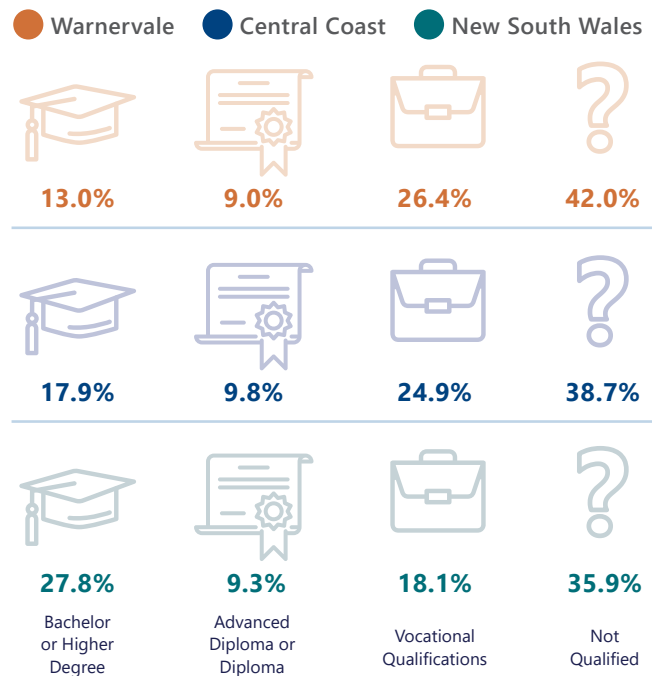


Figure 10: Education

in comparison to both the Central Coast and NSW. Overall, 57.1% of the population aged 15 and over held educational qualifications and 42% had no qualifications. The major differences between qualifications held by the population of the Study Area and New South Wales were:

- More vocational qualifications (26.4% compared to 18.1%)
- More people with no qualifications (42.0% compared to 35.9%)
- Fewer Bachelor or Higher degrees (13.0% compared to 27.8%).

Employment Rates

The employment characteristics of the population are an important indicator of the socio-economic status of an area. It shows the proportion of the population that is employed full-time, part-time or unemployed, as well as changes over time in the labour force.

Dominant groups

In 2021, 16,172 people living in the Study Area were employed, of which 54% worked full-time and 33% part-time and 13% away from work. In comparison to NSW there was a similar proportion in employment (94% compared with 95%) and a higher proportion unemployed (5.1% compared with 4.9%).

Emerging groups

Between 2011 and 2021, the number of people employed in the Study Area showed an increase of 4,728, and the number unemployed showed a decrease of 10. In the same period, the number of people in the labour force showed an increase of 4,718 or 29.1%.

Employment Sectors

Most people in the Study Area are employed in health care and social assistance (20.7%), retail trade (12.8%) and construction (12.6%). In combination, these three industries employed 7,472 people in total or 46.2% of the total employed resident population.

The major differences between the jobs held by the population of the Study Area and NSW were:

- More people employed in health care and social assistance (20.7% compared to 14.4%)
- More people employed in retail trade (12.8% compared to 9.0%)
- Fewer people employed in professional, scientific and technical services (4.9% compared to 8.9%)
- Similar people employed in education and training (8.0% compared to 8.7%).

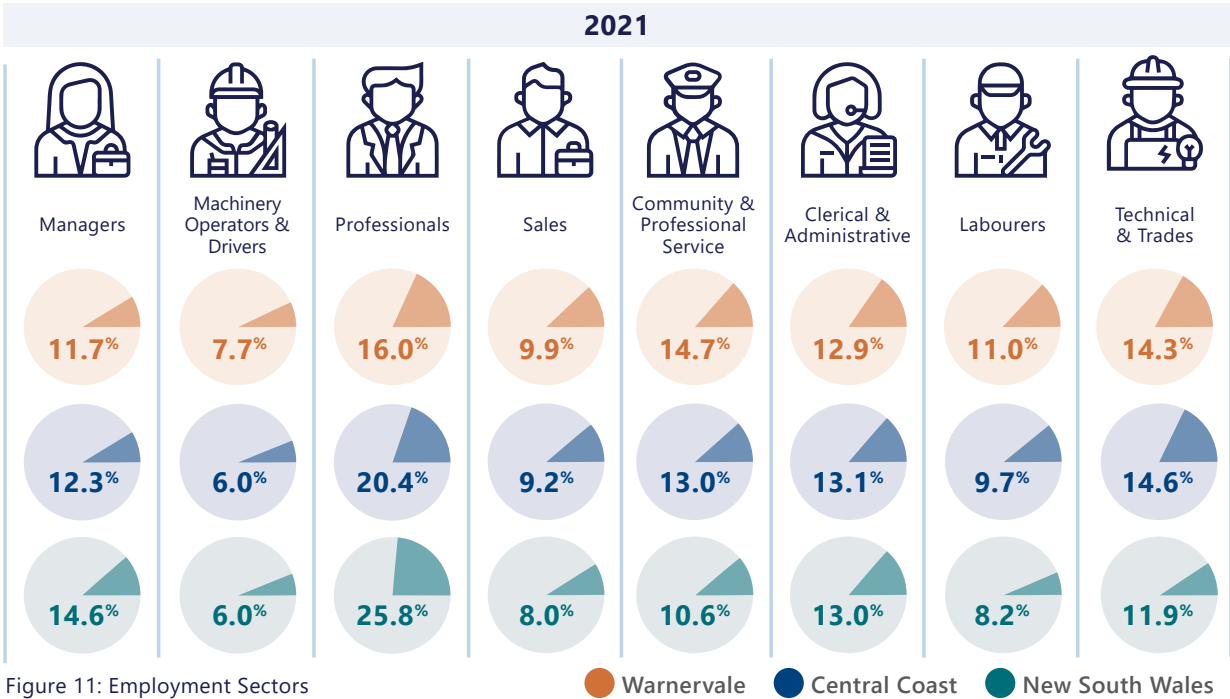


Figure 11: Employment Sectors

Occupations

Dominant groups

In 2021, the three most popular occupations in the Study Area were:

- Professionals (16.0%)
- Community and Personal Service workers (14.7%)
- Technicians and Trades Workers (14.3%)
- The major differences between the jobs held by the population of the Study Area and NSW were:
- More Community and Personal Service workers (14.7% compared to 10.6%)
- More Technicians and Trades Workers (14.3% compared to 11.9%)
- More Labourer Workers (11.0% compared to 8.2%)
- Fewer Professionals (16.0% compared to 25.8%).

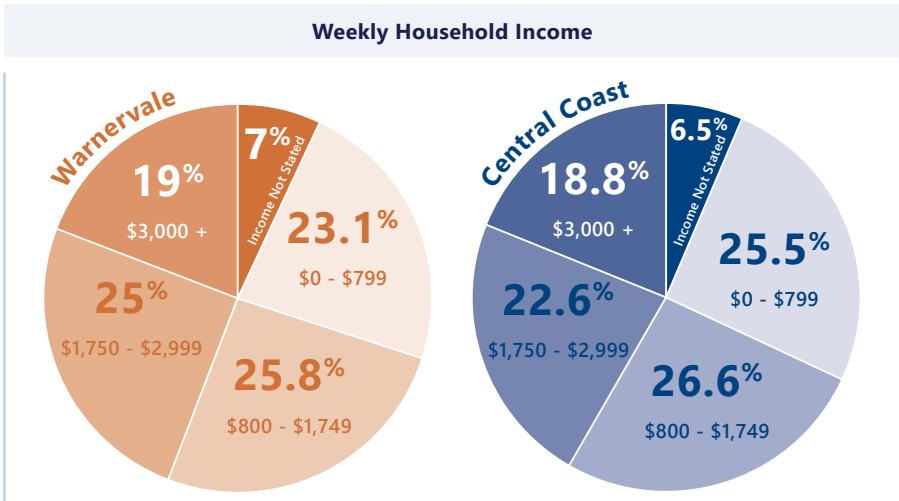


Figure 12: Household Incomes

Emerging groups

The number of employed people in the Study Area increased by 4,738 between 2011 and 2021. The largest changes in resident occupations between 2011 and 2021 were for those employed as:

- Community and Personal Service Workers (+2,792 persons)
- Professionals (+1,051 persons)
- Technicians and Trades Workers (+511 persons)
- Sales Workers (+471 persons)

Dominant groups

In 2021, 16,172 people living in the Study Area were employed, of which 54% worked full-time and 33% part-time. In comparison to Central Coast area there was a similar proportion in employment (94.6% compared with 95.3%) and a higher proportion unemployed (5.2% compared with 4.7%).

Household Income

In 2021, 19% of households in the Study Area earned an income of \$3,000 or more per week (high income) and 23.1% of household earned below \$800 per week (low income). In comparison to the Central Coast and NSW, the area has a lower proportion of low-income households and higher income households (25.5% and 18.8% for the Central Coast and 16% and 25.8% for NSW respectively).

The major differences between the household incomes of the Study Area and Central Coast area were:

- More households earning \$ \$1,750 to \$2,999 (25% compared to 22.6%)
- Fewer households earning \$0- \$799 (23.1% compared to 25.5%)

Travel to Work

In 2021, the majority of employed residents travelled to work in a private car (70.6%), 2% travelled by public transport and 0.12% rode a bike or 1.5% walked, 25.8% worked at home. Fewer residents travelled by public transport compared to the wider Central Coast LGA (8.7%) and NSW (15.9%).

3.5 Summary

Profile Summary

Population ABS ERP,2021	Dwellings ABS, 2021	Household income- High Income Profile.id, 2023	Age 18-49 (2021) Profile.id, 2023	Educational attainment (2021) Profile.id, 2023	Employment (2021) Profile.id, 2023	Overseas born (2021) Profile.id, 2023
36,846	13,066	17.3%	47.6%	57.1%	87%	14.8%

Points of Difference

AGE Median (2021)	Car travel to work (2021)	Lone person Household (2021)	Household with Children (2021)	Living in Separate Dwellings (2021)	Median Household Income
39 Central Coast: 43 Greater Sydney: 37 NSW: 39	70.6% Central Coast: 52.6% Greater Sydney: 36.9% NSW: 46.3%	20.6% Central Coast: 27.2% Greater Sydney: 23% NSW: 25%	49.2% Central Coast: 69.9% Greater Sydney: 72.6% NSW: 71.2%	90.0% Central Coast: 78.4% Greater Sydney: 55.8% NSW: 65.6%	\$1,800 Central Coast: \$1,507 Greater Sydney: \$2,077 NSW: \$1,829

Study Area Growth Targets

Population Current ABS ERP, 2021	Forecast Population 2041 (Forecast ID, May 2024)	Dwellings Current (2021)ABS, 2021	Forecast additional dwellings 2041 (Forecast ID, May 2024)
36,846	64,044	13,066	10,130



Chapter 4

4.0 Existing Conditions and Opportunities



Existing Conditions and Opportunities

This chapter provides an understanding of the existing environmental, economic and social conditions of Greater Warnervale. It provides the framework for the Structure Plan and has informed the strategic vision for the Study Area.

4.1 Natural Environment

The Study Area has some great natural assets, however, also faces key climatic challenges. Natural assets within the Study Area include Porters Creek Wetland, significant regional westward views and a large diversity of flora and fauna. Conversely, the Study Area has a low tree canopy cover, experiences challenges such as the Urban Heat Island Effect, land contamination, flooding and storm events.

Porters Creek Wetland

Observation

The Study Area contains Porters Creek Wetland which is the largest remaining freshwater wetland on the Central Coast and provides habitat for many species (**See Figure 14** which depicts Porters Creek wetland and coastal wetlands buffer as per the Resilience and Hazards SEPP). Wetlands are significant in that they provide habitat for plants and animals, filter nutrients, improve water quality, reduce the impact of flooding and increase visual amenity. The wetland filters stormwater from the catchment and acts as a 'kidney' for Tuggerah Lakes. The wetland floods regularly and is significant for flood mitigation for the lower Wyong River.

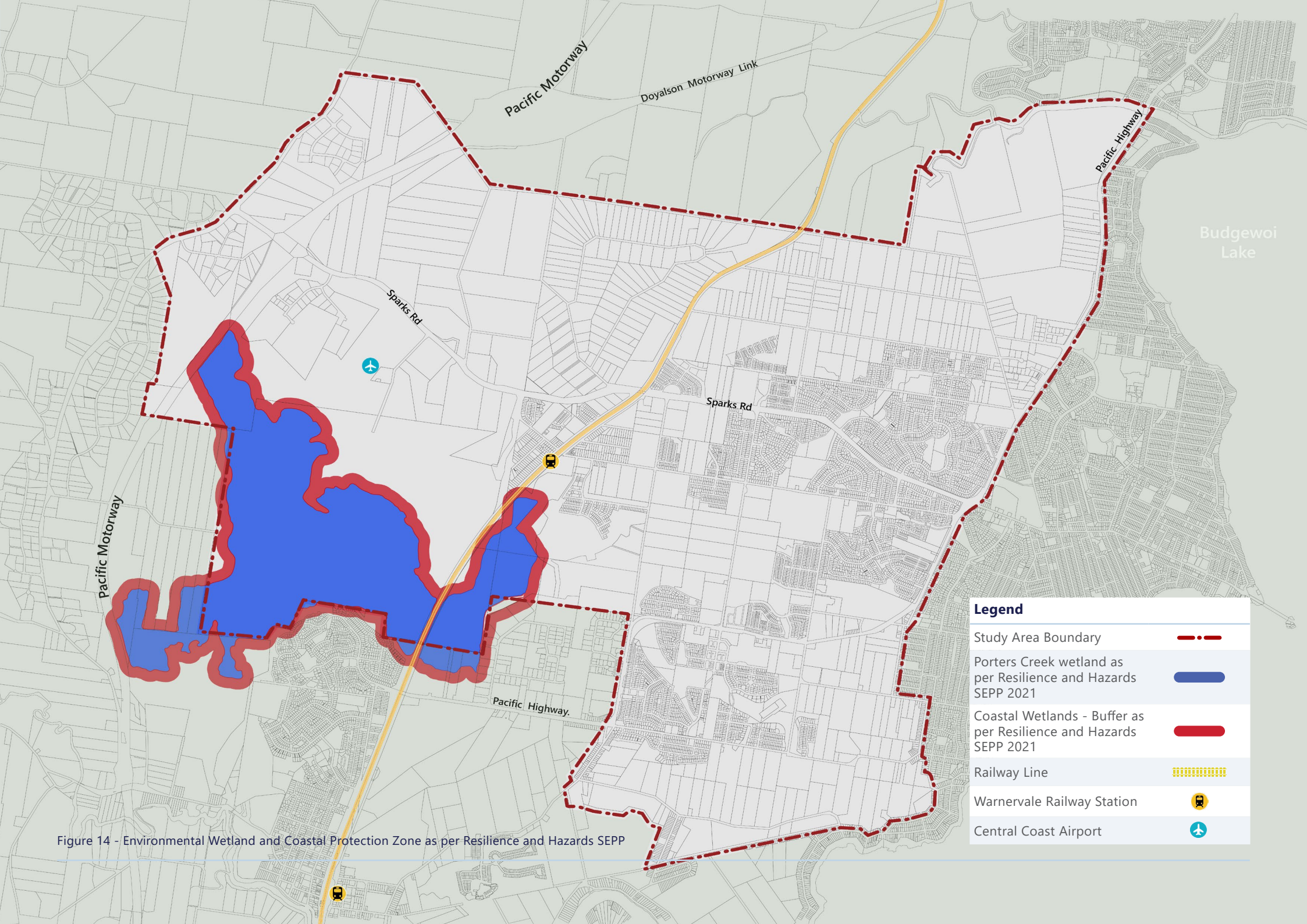
Porters Creek Wetland is also significant due to its rare and endangered swamp forest communities and high species diversity including a number of threatened flora and fauna species. It includes five Endangered Ecological Communities listed under the Biodiversity Conservation Act 2016 and has high conservation value. It is linked by biodiversity corridors to other areas of high environmental value within and outside the Study Area.

Opportunities

- Investigate mechanisms to protect, restore and manage Porters Creek Wetland and its surrounds.
- Ensure that development does not directly or indirectly impact on the aesthetic, recreational and ecological values of the wetland or on the biodiversity corridors linked to the wetlands.
- Revegetate and restore the Warnervale floodplain to reduce the flow volumes and eutrophication of the wetlands.
- Investigate opportunities to utilise Porters Creek Wetland for passive recreation and environmental education.
- Design stormwater management in a manner that protects the ecological value of Porters Creek Wetland and Tuggerah Lakes Estuary.



Figure 13 - Porters Creek EEC









Legend	
Study Area Boundary	
Porters Creek wetland as per Resilience and Hazards SEPP 2021	
Coastal Wetlands - Buffer as per Resilience and Hazards SEPP 2021	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 14 - Environmental Wetland and Coastal Protection Zone as per Resilience and Hazards SEPP

4.0 Existing Conditions and Opportunities

Tuggerah Lakes

Observation

The Study Area also sits within the Tuggerah Lakes catchment (see **Figure 15**). Porters Creek Wetland drains to the south via the main Porters Creek channel until meeting with the larger Wyong River, which in turn flows into Tuggerah Lake. Tuggerah Lakes is an estuary of national significance and a unique environment rich in biodiversity.

Land clearing and land use change within the Study Area has the potential to impact water flows, natural filtering processes and pollutants of the estuary resulting in a loss of habitat and amenity value for plants, wildlife and the community.

Opportunities

- Implement controls to manage runoff from new and existing development so that nutrient loads are minimised.
- Adhere to requirements for water sensitive urban design.
- Investigate opportunities to revegetate along waterways to improve water quality.



Figure 15 - Tuggerah Lakes



Figure 16 - Natural bushland at Charmhaven

Biodiversity

Observation

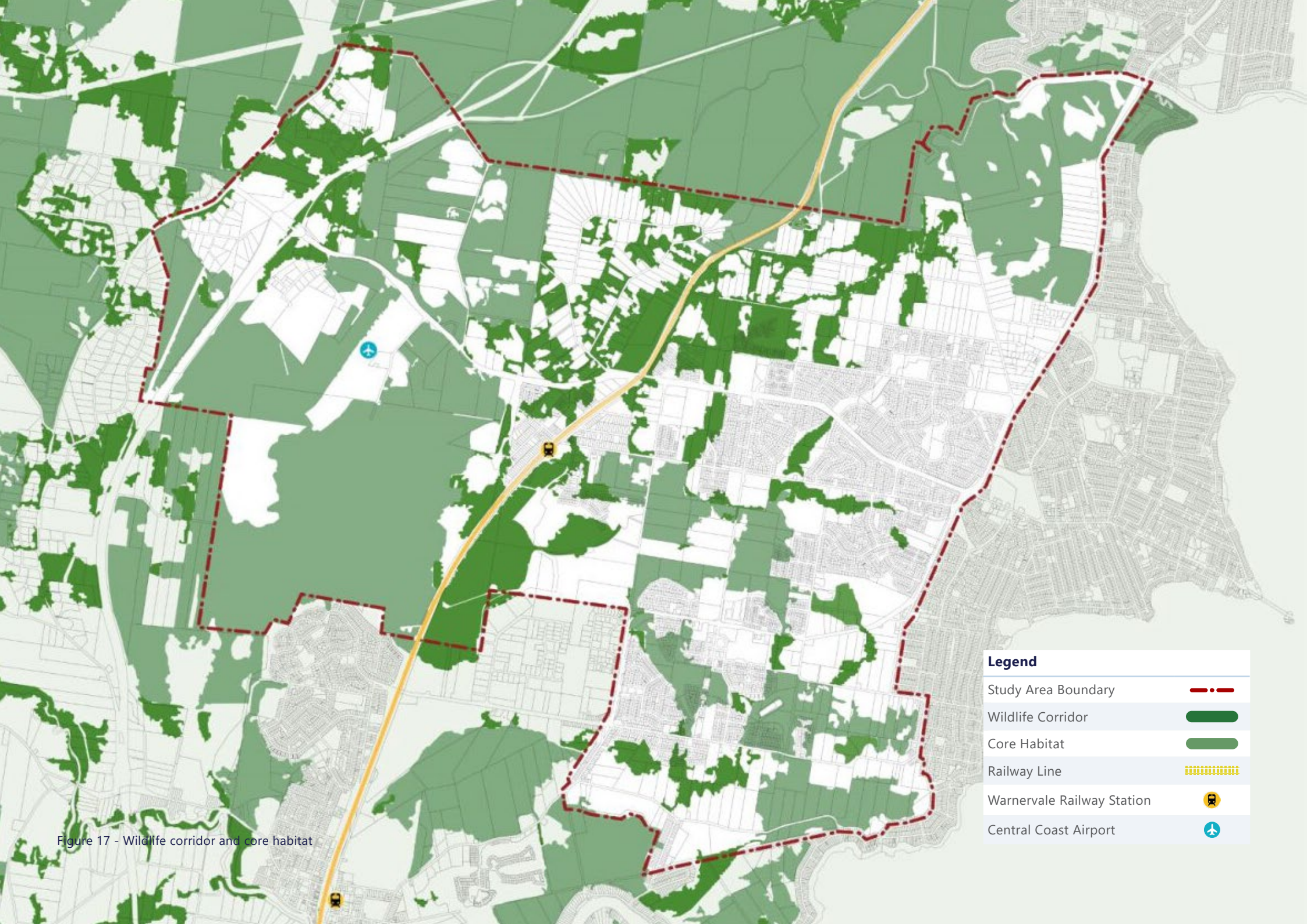
The Study Area is rich in biodiversity and supports a variety of threatened flora and fauna species. There are a number of threatened species listed as vulnerable, endangered or critically endangered. Development in the area is removing habitat, trees and corridors, all of which are essential to the survival of endangered or critically endangered species.

Several biodiversity corridors are present throughout the Study Area. These corridors are linkages that connect remnant patches of vegetation and landscape features such as creek lines, wetlands and ridgelines. Council has mapped existing wildlife corridors and core habitat (see **Figure 17**).

There is an opportunity for the Structure Plan to identify new links between habitat corridors and ensure these areas are protected and improved in perpetuity. This will help restore landscape fragmentation, provide habitat and assist with the movement of species. To reduce the impact of edge effects, local biodiversity corridors should be a minimum width of 50m-100m. Wide biodiversity corridors increase the functionality of corridors and reduce edge effects affecting narrow corridors.

Opportunities

- Protect and enhance existing remnant vegetation and biodiversity corridors.
- Identify opportunities to revegetate and connect broken corridors and areas where vegetation has been cleared.
- Increase the width of biodiversity corridors to improve functionality and reduce edge effects.
- Avoid, minimise and offset clearing of native vegetation, threatened ecological communities and threatened species habitat.
- Review zoning of local biodiversity corridors as part of future planning proposals and investigate mechanisms to ensure their ongoing management and protection.
- Liaise with the Credit Supply Task Force when planning biodiversity and riparian corridors to determine the configuration of the corridor and the mechanism required to protect these corridors adequately.
- Locate shared pathways and play spaces on the edge of or at a distance from corridors, to minimise the disturbance to wildlife and reduce the degradation due to incidental incursions to the corridor.
- Locate shared pathways and play spaces on the edge or at a distance from biodiversity corridors to minimise disturbance to wildlife.
- Ensure land that is used to offset impacts is secured in perpetuity.
- Investigate opportunities to install biodiversity crossing structures and exclusion fencing to reduce barriers to fauna crossings and road-kill incidents.



Legend	
Study Area Boundary	
Wildlife Corridor	
Core Habitat	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 17 - Wildlife corridor and core habitat

Topography, views and scenic amenity

Observation

The topography of the Study Area is diverse and incorporates several high points that allow for views and vistas. The scenic amenity of the Study Area lies mainly in the mountain vistas to the west, vegetated ridgelines, native bushland and significant wetlands of Porters Creek. Despite flooding constraints, the waterways also provide a key source of visual and scenic amenity (see Figure 19). Key high points within the Study Area include:

- Reservoir site at Sirocco Drive, Wadalba - 70m AHD
- Lexington Avenue hilltop, Wadalba - 60m AHD
- Mountain View Drive, Woongarrah - 50m AHD
- Proposed Hill Top Park and proposed park on the western side of railway line, Warnervale Local Centre - 50m AHD
- North-west Bruce Crescent, Wallarah - 50m AHD

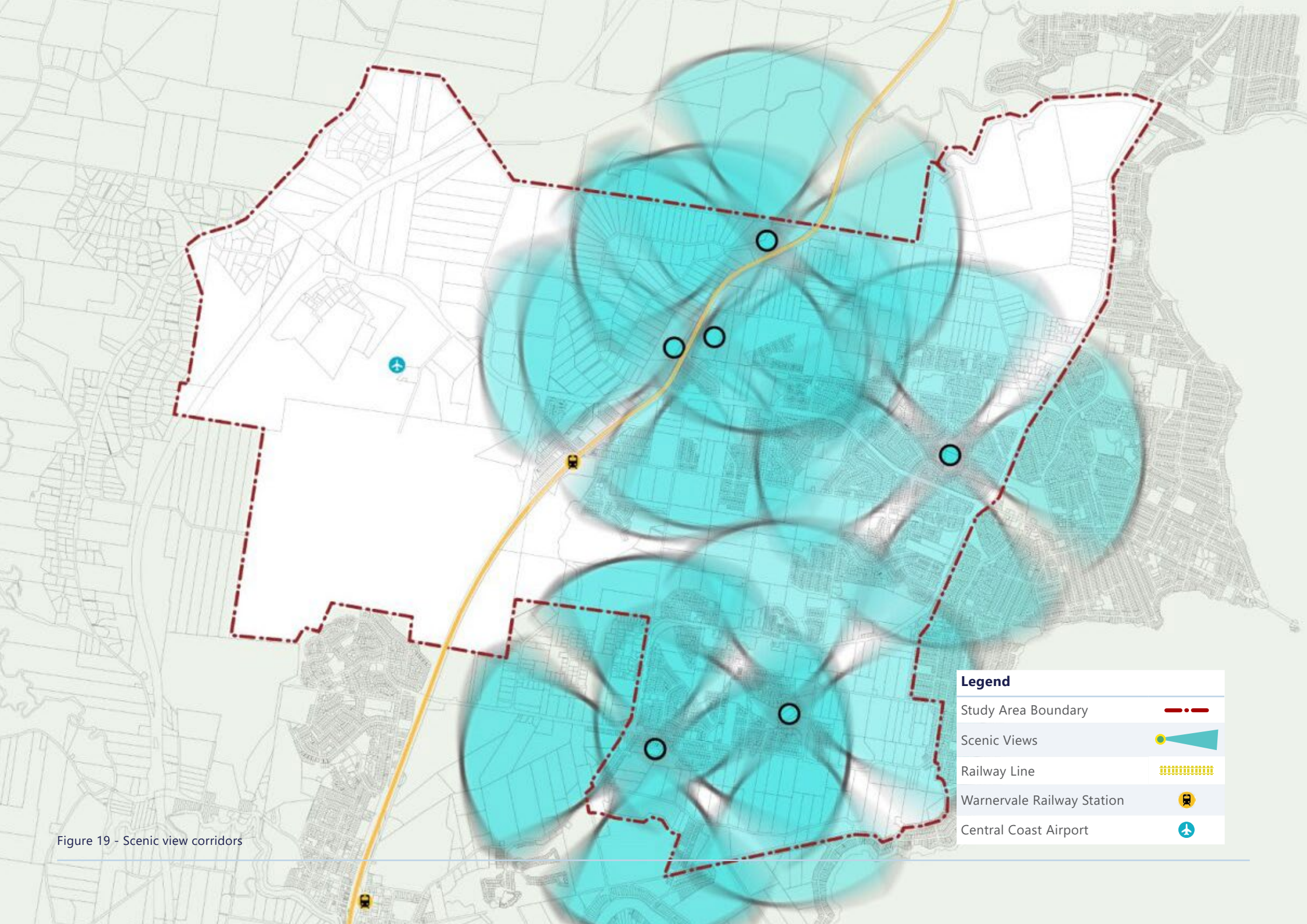
The natural landscape and visual quality of the mountains and landscape provide a sense of place, character and legibility. Views, vistas and scenic areas all contribute to quality of life and enhance the liveability of a place. Some of these sites have pedestrian and cycle linkages such as the proposed Hill Top Park at Warnervale Town Centre, and opportunities for recreation, such as the Mountain View Drive park at Woongarrah. However, the other high points generally provide no formalised access. Low-lying parts of the study area include Warnervale floodplain, north of Wyong Industrial Estate.

Opportunities

- Maintain and enhance scenic amenity values through vegetated buffers between development and natural areas.
- Design and orientate development to maximise views to environmental corridors and scenic landscape areas.
- Preserve natural vegetation.
- Ensure signage does not detract from the natural landscape character of the area.
- Ensure new subdivisions and roads are designed and oriented to minimise their visual impacts.
- Encourage the under-grounding of existing electricity supply infrastructure in high profile locations.



Figure 18 - Vista view from Lexington Avenue, Wadalba



Legend






- Study Area Boundary 
- Scenic Views 
- Railway Line 
- Warnervale Railway Station 
- Central Coast Airport 

Figure 19 - Scenic view corridors

4.2 Hazards

Natural hazards

Observation

The Study Area comprises large flood affected lands as a result of the low-lying land near the Warnervale floodplain, Wyong River floodplain and Porters Creek wetland (see **Figure 21**).

In 2022, the NSW Government commissioned an independent flood inquiry which has resulted in changes to the way flood risk is assessed. Development is encouraged in flood-safe areas and located at or above the PMF (probable maximum flood) and use a higher flood planning level to avoid catastrophic costs from extreme flooding. Detailed flooding investigations will need to be undertaken as part of future precinct planning proposals and development applications to determine appropriate zones and development footprints.

Bushfire is a major hazard in the Study Area due to the presence of natural vegetated areas. Bushfire prone land is separated into two categories (indicated in orange and yellow in **Figure 22**) with an accompanying buffer zone (indicated in red) and is based on the vegetation type, fuel loads and potential risk. Vegetation category 1 represents the highest risk for bushfire. Vegetation category 2 has lower combustibility and/or limited potential fire size due to the vegetation area shape and size, land geography and management practices. Future development within the Study Area must address the relevant requirements of *Planning for Bush Fire Protection 2019*.

Opportunities

- Proponents of proposals to undertake flood modelling with consideration given to the PMF, 1%AEP, 0.02%AEP.
- Revegetate the Warnervale floodplain to reduce flow volumes and sediment/nutrient loads during heavy rainfall events.
- Seek funding to update the Porters Creek Floodplain Risk Management Study & Plan.
- Ensure new communities are not built in isolation or have access issues through areas of dense vegetation or limited egress points through vegetation.
- Where community and street tree planting is identified, plants should be designed to be compliant with Planning For Bushfire Protection guidelines.
- Ensure Bushfire Assessments are prepared for planning proposals or development applications on land containing Category 1 or 2 Bushfire Prone Land or is within a Bushfire Buffer Area.
- Ensure sufficient access to biodiversity corridors so that asset protection zones (APZs) can be sufficiently managed at the urban interface and to provide access to fire fighting vehicles in emergency situations.
- Where possible in areas of new development and re-zoning APZs should be on public roads and private property.
- Work with the local RFS and consultants to implement APZs to existing development as identified and required.



Figure 20 - Warnervale Floodplain

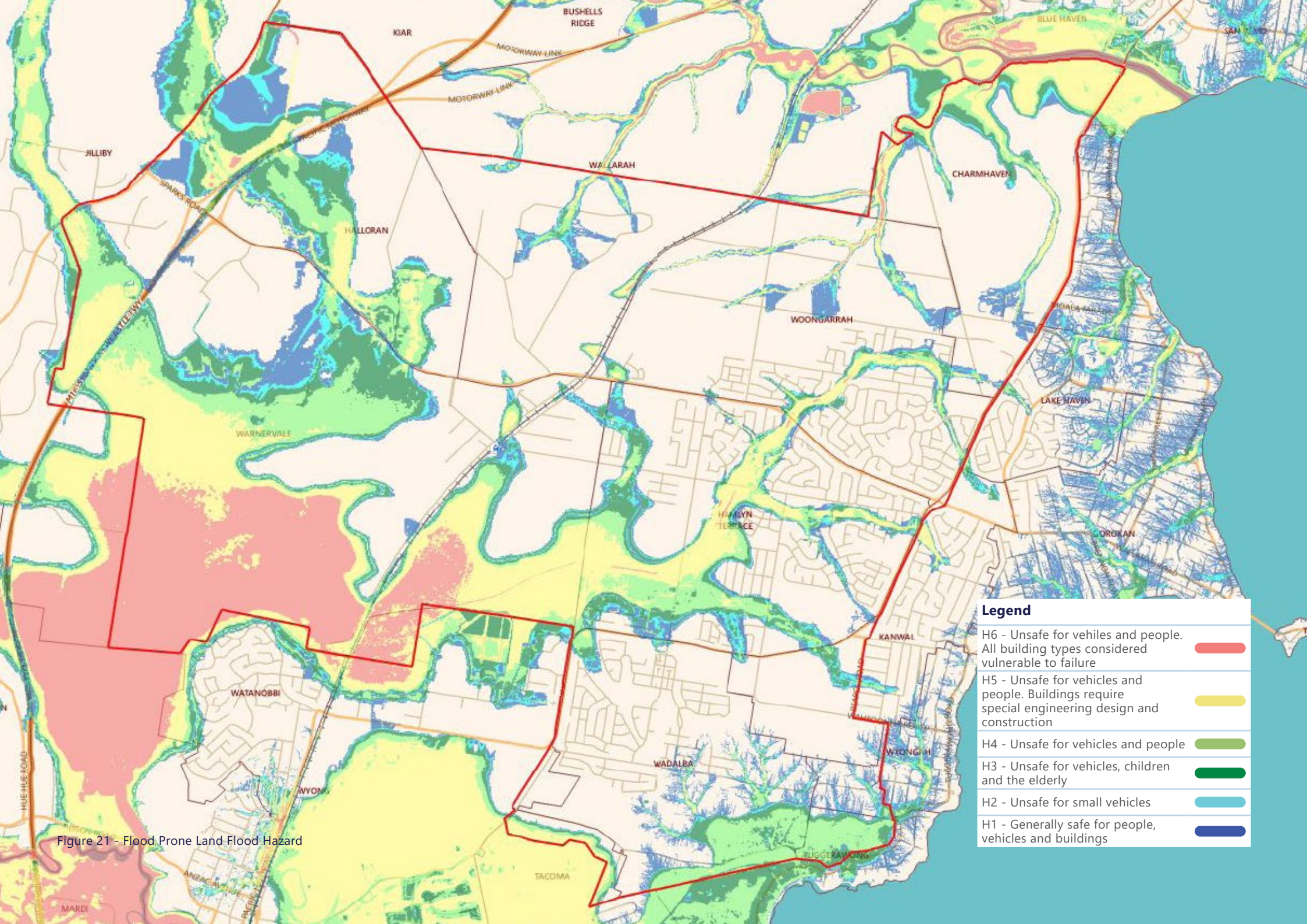


Figure 21 - Flood Prone Land Flood Hazard

Figure 22 - Existing bushfire prone areas

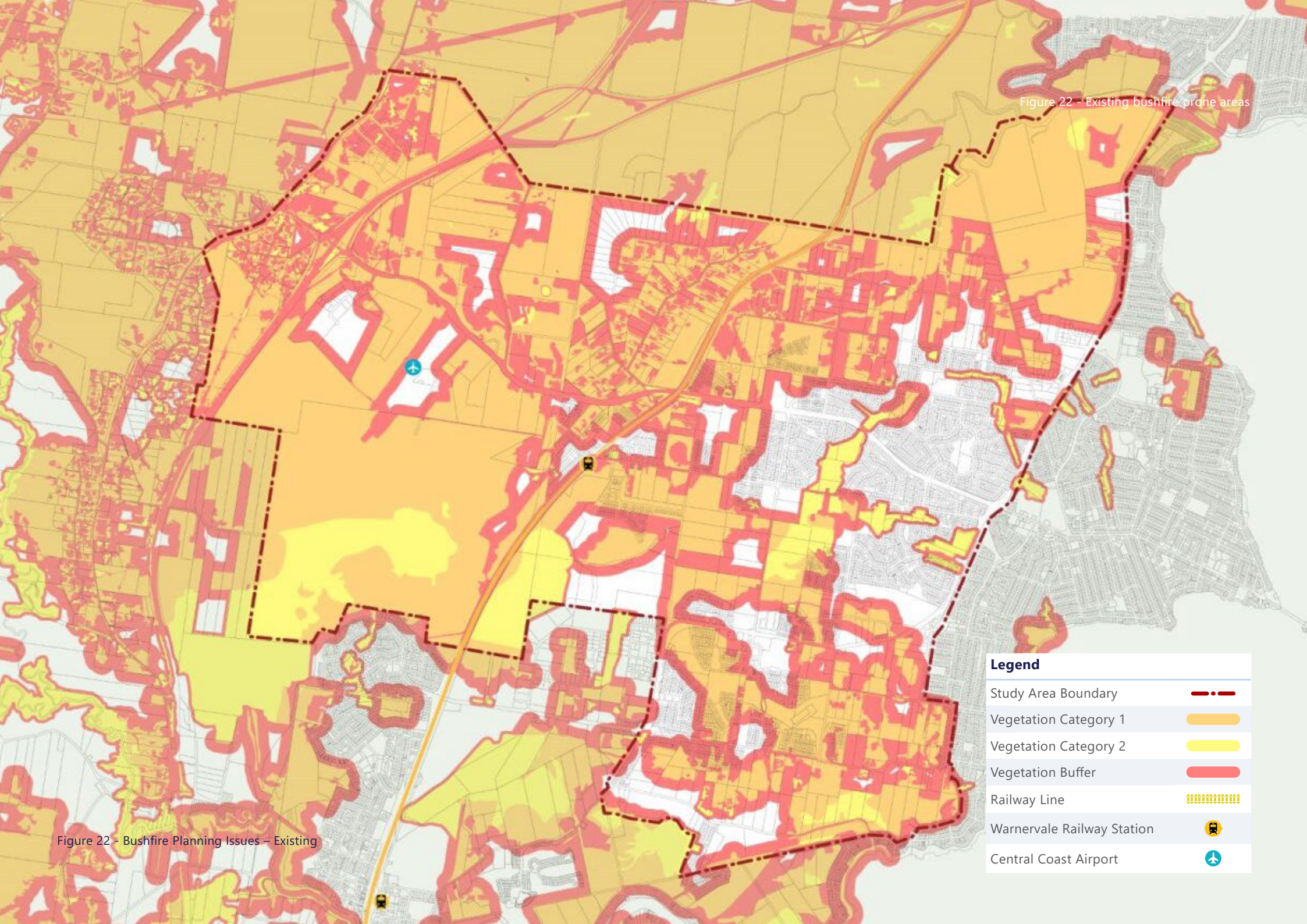









Figure 22 - Bushfire Planning Issues – Existing

Legend	
Study Area Boundary	
Vegetation Category 1	
Vegetation Category 2	
Vegetation Buffer	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

4.0 Existing Conditions and Opportunities



Contamination

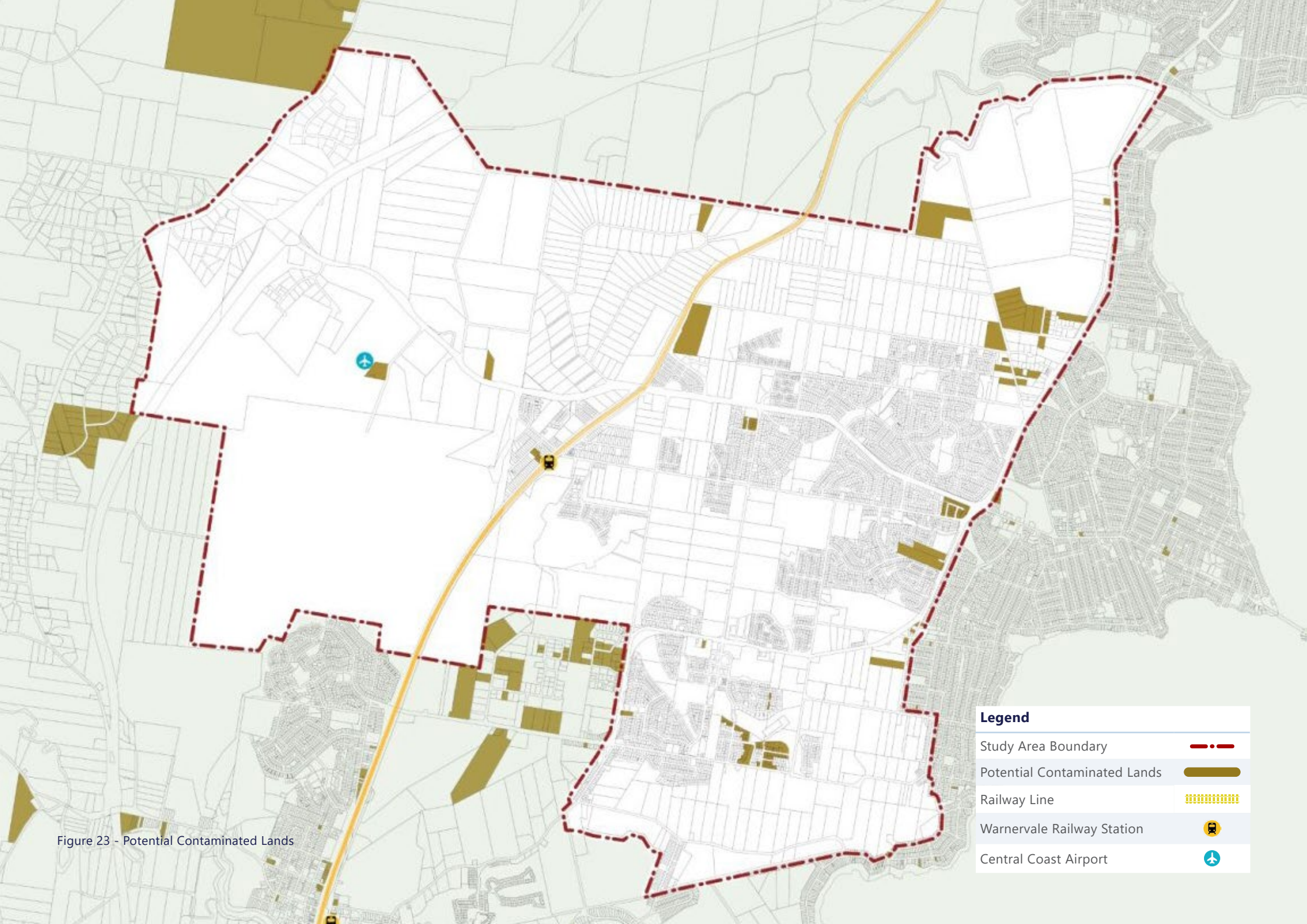
Observation

There are over 50 properties in the Study Area that have been identified on Council's contaminated land register as potentially contaminated (**Figure 23**). Additionally, several sites of potential contamination in the Study Area have been notified to the EPA under s 60 of the *Contaminated Land Management Act 1997* (CLM Act). Some contaminated sites within the proposed development have already been rezoned and subdivided for residential use.

Contamination studies have not yet been carried out for land within the Study Area. These studies will need to be carried out for certain sites proposed for residential or certain business uses as part of future rezoning proposals and/or development applications.

Opportunities

- Consider the potential for land contamination as part of the rezoning process.
- Assess the suitability of land for proposed development and undertake remediation accordingly as per the Resilience and Hazards SEPP 2021.
- Notify the EPA of any contamination identified which meets the triggers in the Guidelines for the Duty to Report Contamination (NSW EPA) (see s60, CLM Act).








Legend	
Study Area Boundary	
Potential Contaminated Lands	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 23 - Potential Contaminated Lands

Land use conflicts

Observation

Mining Leases

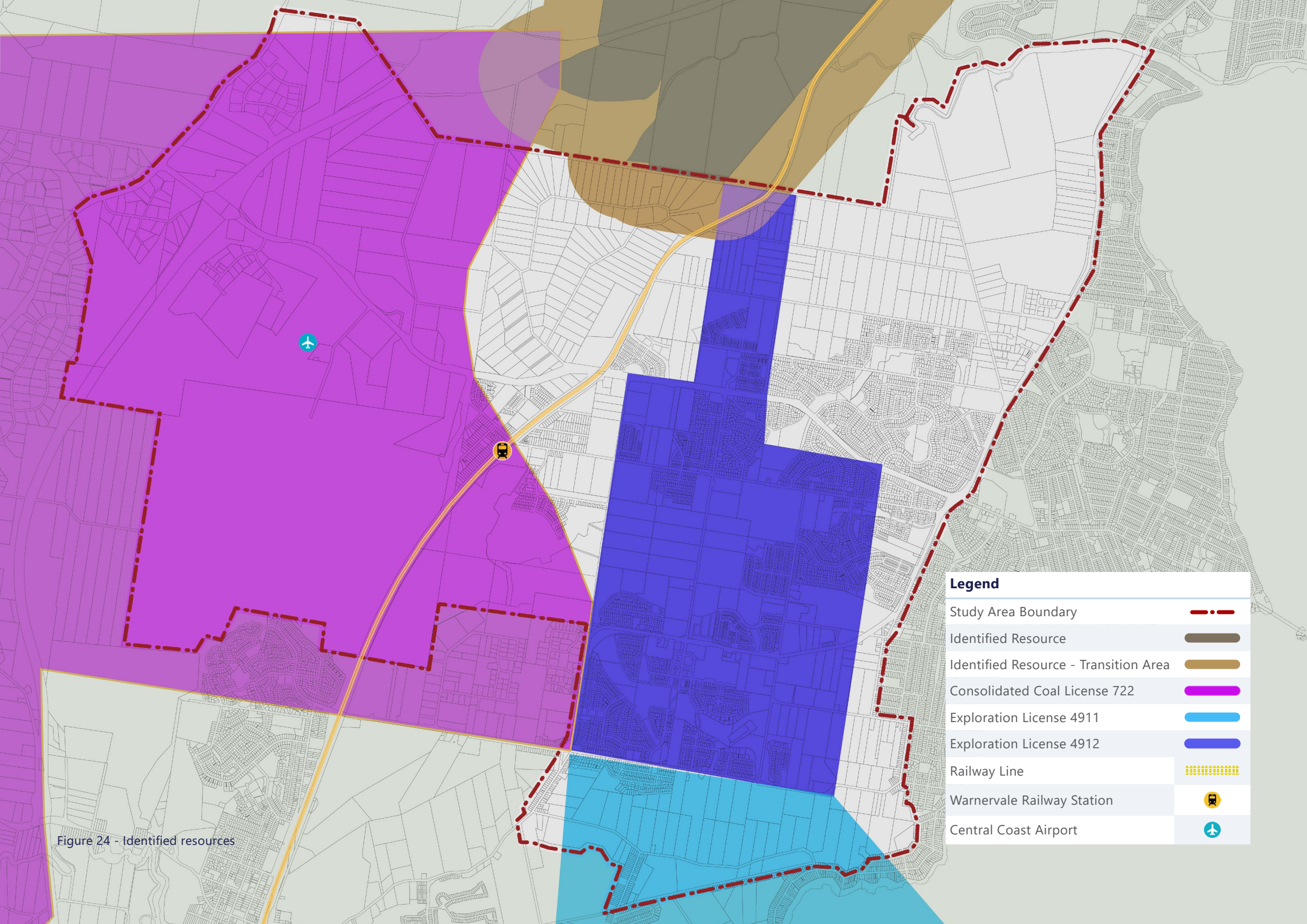
Parts of the Study Area are located within a declared Mine Subsidence District (MSD) and contain consolidated coal leases, exploration licences, or Mining or Production Applications. MSDs are areas where there are potential subsidence risks from active or non-active underground coal mining (**Figure 24**).

Below are the current exploration and mining titles located within the Study Area:

- CCL 722 – Held by Centennial Munmorah Pty Ltd. This consolidated coal lease expires in June 2028.
- EL 4911 & EL 4912 – Held by Kores Australia Pty Ltd as part of Wallarah 2 Coal Project (W2CP). These coal exploration licences are due to expire in May 2026.
- ML 1789 – Held by Kores Australia Pty Ltd as part of W2CP. This coal mining licence is due to expire in June 2040.
- AUTH 405 – Held by Kores Australia Pty Ltd as part of W2CP. This coal mining authorisation is due to expire in August 2024.
- ALA 50 - Administered by Boral Montoro Pty Ltd, ALAs are usually applied for when resources have been discovered but are not yet confirmed as economically feasible for development, or further feasibility work is required to be conducted by the company. There is no expiry date for this licence.

Opportunities

- Liaise with Subsidence NSW as part of the rezoning process to identify mining constraints prior to development occurring.
- Consider impacts of mining restrictions and extraction potential on future land use and development.
- Prioritise the avoidance of land use conflict with coal mining licence holders and, where necessary, liaise with licence holders regarding their operations, in order to minimise the risk of future land use conflict.
- Undertake appropriate noise, air, and odour impact assessments to inform land use planning strategies, including transitional zonings and buffers, to prevent or mitigate the risk of impacts on residential uses in proximity to industrial activities.



Legend	
Study Area Boundary	
Identified Resource	
Identified Resource - Transition Area	
Consolidated Coal License 722	
Exploration License 4911	
Exploration License 4912	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 24 - Identified resources

4.0 Existing Conditions and Opportunities

Land ownership

There are no significantly large landholdings within the Study Area which can make it difficult to acquire contiguous land parcels for rezonings (**Figure 25**). Fragmented ownership can create challenges in funding and providing the necessary infrastructure to support development, particularly if significant resources are required to fund the studies and investigations to support a rezoning.

Precinct-wide planning proposals that incorporate multiple sites are encouraged to facilitate the orderly development of land, an integrated approach and streamlined development assessment process for multiple landowners.

This is consistent with the CCRP 2041 which also requires Planning Proposals to consider all land within the nominated precincts.

Opportunities

- Encourage site amalgamation and precinct-wide rezonings to maximise development potential and reduce land use conflicts.

Land use conflict

Developing isolated sites can create land use conflict and amenity issues such as odour, dust, smoke, noise and impacts on views. High land fragmentation, site isolation and land use conflict can create issues at subsequent development stages which is why individual spot rezonings are not encouraged.

There are a number of industrial facilities within or adjoining the Study Area that may impact on future sensitive receivers. Land use planning for each precinct should prioritise the avoidance of land use conflict. Appropriate noise, air, and odour impact assessments may be required to inform land use planning strategies, including transitional zonings and buffers, prevent or mitigate the risk of impacts on residential uses in proximity to industrial activities.

Opportunities

- Consider transitional zonings and buffers between residential and industrial activities
- Undertake appropriate noise, air, and odour impact assessments to inform land use planning strategies, including transitional zonings and buffers, to prevent or mitigate the risk of impacts on residential uses in proximity to industrial activities.
- Liaise with license holders of EPA regulated industrial facilities in the Study Area regarding their operations to minimise the risk of future land use conflict.

Climate change

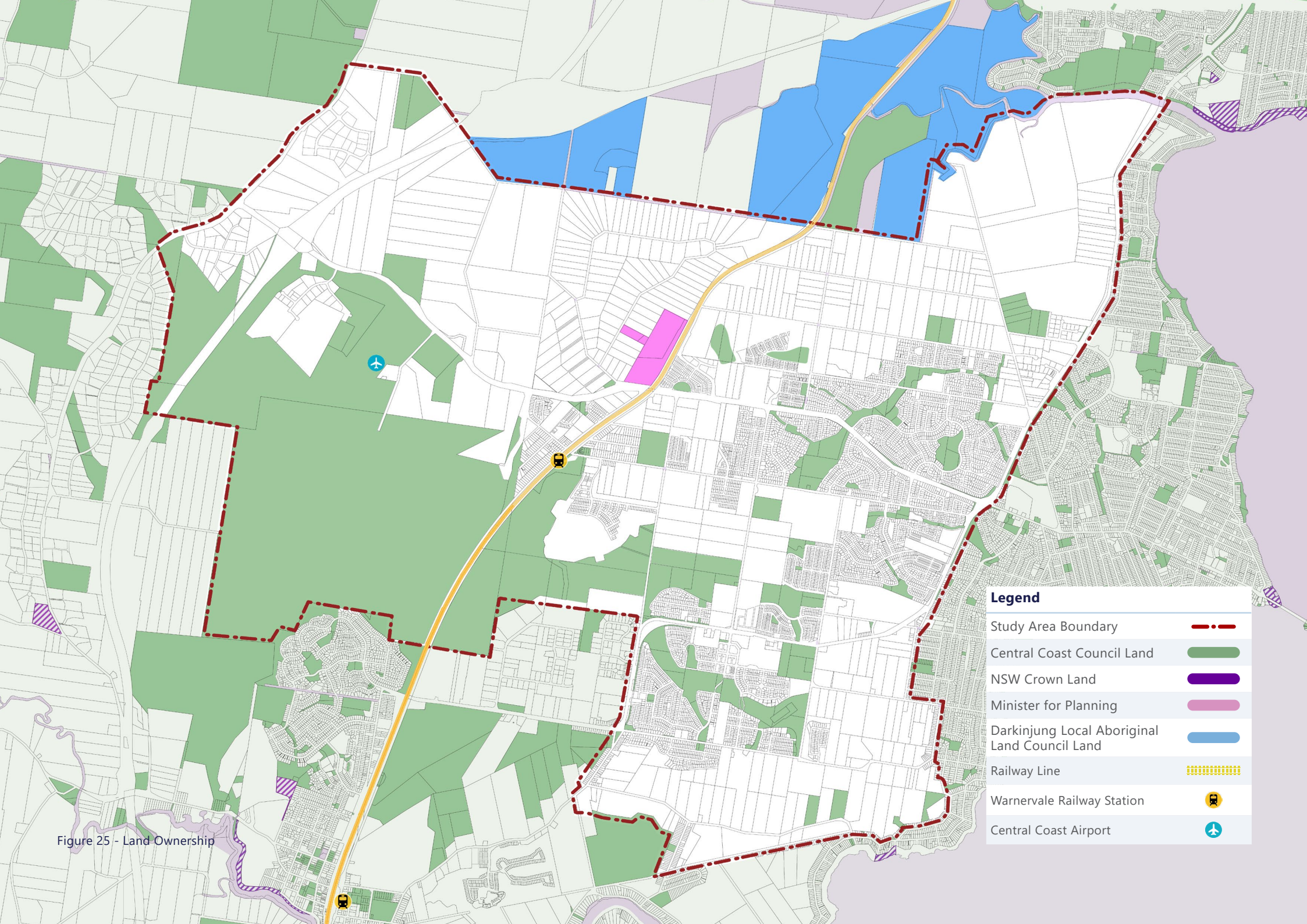
Observation

The Study Area is expected to accommodate the majority of population growth within the Central Coast LGA. This will result in increased housing density and development of greenfield sites. The projected level of urban intensification and expansion requires careful planning for the development, maintenance and expansion of urban forest cover.

Parts of the Study Area comprise low tree canopy coverage as a result of the highly urbanised areas with limited green coverage. Street tree planting to increase the urban tree canopy, enhance biodiversity and reduce the urban heat island effect is necessary.

Opportunities

- Strengthen tree removal and replacement processes to avoid the net loss of tree canopy cover.
- Implement initiatives identified within the Central Coast Climate Change Policy and Greener Places Policy.
- Implement a street tree planting program to reduce temperatures within urban areas, increase pedestrian amenity and reduce cooling requirements within buildings.
- Consider Safe System Principles when planting street trees to minimise safety impacts.
- Explore opportunities for funding grants to assist in implementing the street tree strategy.
- Ensure that Water Sensitive Urban Design is integrated into new development.











Legend	
Study Area Boundary	
Central Coast Council Land	
NSW Crown Land	
Minister for Planning	
Darkinjung Local Aboriginal Land Council Land	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 25 - Land Ownership

4.0 Existing Conditions and Opportunities

4.3 Built form, public domain and local character

Built form

Observation

The built form of the Study Area reflects the progress of transition throughout this nominated regionally significant growth area. Over time, former rural and marginal lands have been redeveloped as greenfield residential lands, or earmarked for future employment, infrastructure, services and further residential development.

The built form reflects this period of transition with large tracts of low to medium density development adjoining existing rural lands still to be developed. The style of residential development reflects the architectural form of the time, with emerging patterns of residential subdivisions reducing the lot size of land holdings and private recreation spaces with greater proportions of built form per lot. Small lot holdings are emerging, and this type of development is encouraged across the Study Area where it enables greater density outcomes and results in high quality built form.

Emerging residential precincts are bound by or follow the pattern of the water catchments and biodiversity lands and therefore benefit from a generous network of public open and green spaces. To complement this, attention is to be given to the public domain with street tree planting, open space areas and active movement networks connecting across the broader study area.

Commercial and service centres are proposed in the new Warnervale Local Centre (former Warnervale Town Centre), Warnervale Village (adjacent to the existing Warnervale railway station), the health and medical precinct and in the southern parts of Wadalba. The built environment in these centres will include support services and medium to higher density residential development that will benefit from convenient access to these services. These centres are aligned with major transport routes through the Study Area, the most relevant being the railway station at Warnervale. Due to the road network crossing the railway line, and there being no natural pattern of connection between the railway station and the Warnervale Local centre, an approach has been taken to employ two smaller local centres to provide more convenient access across the 'divided' precincts of the Local centre and railway station.

To the west of the railway line is a focus for future employment lands, the airport precinct and support/community facilities. This is to be given careful consideration as the employment lands are woven between lands with significant environmental value. The employment lands and airport precinct are to give generous separation to these areas of high environmental value and consideration any long-term development impacts in the precinct.

Opportunities

- Encourage a diversity of built form and lot sizes to meet the needs of the community, encourage affordability and develop dynamic and amenable places.
- Prepare precinct-specific development control plan chapters as part of Planning Proposals.
- Consider increased density to align with mixed-use precincts, local centres and 15-minute neighbourhoods near public transport.
- Identify the desired future character of each proposed precinct and opportunities for public domain improvements.
- Preserve and enhance distinctive character attributes across each precinct with a focus on high quality urban form.
- Incorporate green spaces, landscaped buffers and appropriate street planting to soften the visual impact of urban development. Where practicable, existing vegetation is to be maintained and enhanced.

Urban Design Approaches

Urban design and place-based design approaches

When preparing future precinct wide DCP chapters, planning for these precincts should adopt a place-based approach. Place-based approaches promote liveability and in turn can create a stronger sense of ownership and connection amongst the community. This approach requires understanding the challenges and opportunities of an area and designing appropriate responses that better meet the needs of local people and their environment.

The following principles should be applied to future development precincts and DCP chapters:

1. **Look at the bigger context:** Connect to the wider landscape using site sensitive design, capture and frame views etc.
2. **Design to the human scale:** Avoid long wide roads dominated by cars.
3. **Safer Streets:** Create streets and spaces that cater for women, children and families alike.
4. **Walkability:** Provide generous footpaths on every street, with ample room for shade trees.
5. **Cycling:** Strengthen and extent the local cycle network
6. **Safer Speeds:** Use design interventions to naturally slow vehicle speeds in local areas.
7. **Green Infrastructure:** Strengthen and create a network of green corridors and open space.

8. **Climate resilience:** Create cool, well-shaded streets that help capture and detain storm-water run-off.
9. **Tangible and Intangible Heritage:** Connect with country and create meaningful places sensitive to the past.
10. Create safe welcoming places that can be enjoyed by everyone.
11. **Diversity:** Provide a range of housing types, streets and open spaces to avoid generic suburban sprawl.

The following section outlines outcomes to avoid and encourage.

Outcomes to avoid

- Streets dominated by cars and traffic
- Lack of diversity of housing types
- Disregard to the surrounding natural landscape and local character
- Lack of human scale
- Disconnected walking and cycling routes with no links
- Increased supply of car parking which can reduce active and public transport use

Outcomes to encourage

- Compact, liveable and distinct neighbourhoods with local character
- A variety of housing types to cater for different household types and enhance visual streetscape
- High quality public domain outcomes and architectural design quality
- Pedestrian-prioritised streets with safe and connected network of pedestrian and cycle paths
- Visually attractive streets that promote active transport and recreational walking such as seating, signage, lighting, shade and planting
- Urban design features that provide amenity and enhance safety and comfort
- Planting of street trees to enhance the urban tree canopy and create a more pleasant environment
- Pedestrian and cycle networks that connect to key destinations such as schools, public transport and local centres
- Pedestrian scale and street fronting mixed use buildings to encourage passive surveillance and activate the streetscape
- Public domain improvements that contribute to human comfort, safety and enjoyment
- Well defined, legible and connected streets and spaces

4.0 Existing Conditions and Opportunities

Outcomes to avoid



Outcomes to encourage



Figure 26 - Examples of residential subdivisions within the Study Area



4.0 Existing Conditions and Opportunities

Figure 27 - Examples of residential subdivisions within the Study Area



4.4 Infrastructure and services

Water and Sewer

Observation

Council's Development Servicing Plan 2019 (DSP) provides for the servicing of development precincts within the Study Area in anticipation of expected growth in the areas. Long term planning will assist Council in planning for the future needs of the Greater Warnervale area to ensure integrated planning for infrastructure, services and land use.

Proposals outside of the Study Area, or significantly outside the recommended development timeframes, will need to take into account required infrastructure provision, such as water, sewer, electricity and gas and be supported by service provider confirmation that these services can be provided as part of any future rezoning or development application.

Water

Existing trunk water mains running along the length of the Pacific Highway and Sparks Road, in addition to the Mardi to Warnervale Pipeline (M2WP) provide sufficient bulk water to service development within the Study Area until 2026-2031. By this time the proposed Kiar Ridge Reservoir will need to be in service to provide additional storage to the Kanwal Reservoir Zone and the Wyong Employment Zone (WEZ).

Sewer

While a significant portion of the Study Area (mainly in the east) is serviced or can be readily serviced by water and sewer, much of the area in the west around the WEZ and in the south around the Wadalba release areas, are not currently serviced.

The existing and proposed water sewer servicing network is shown in **Figure 29**.

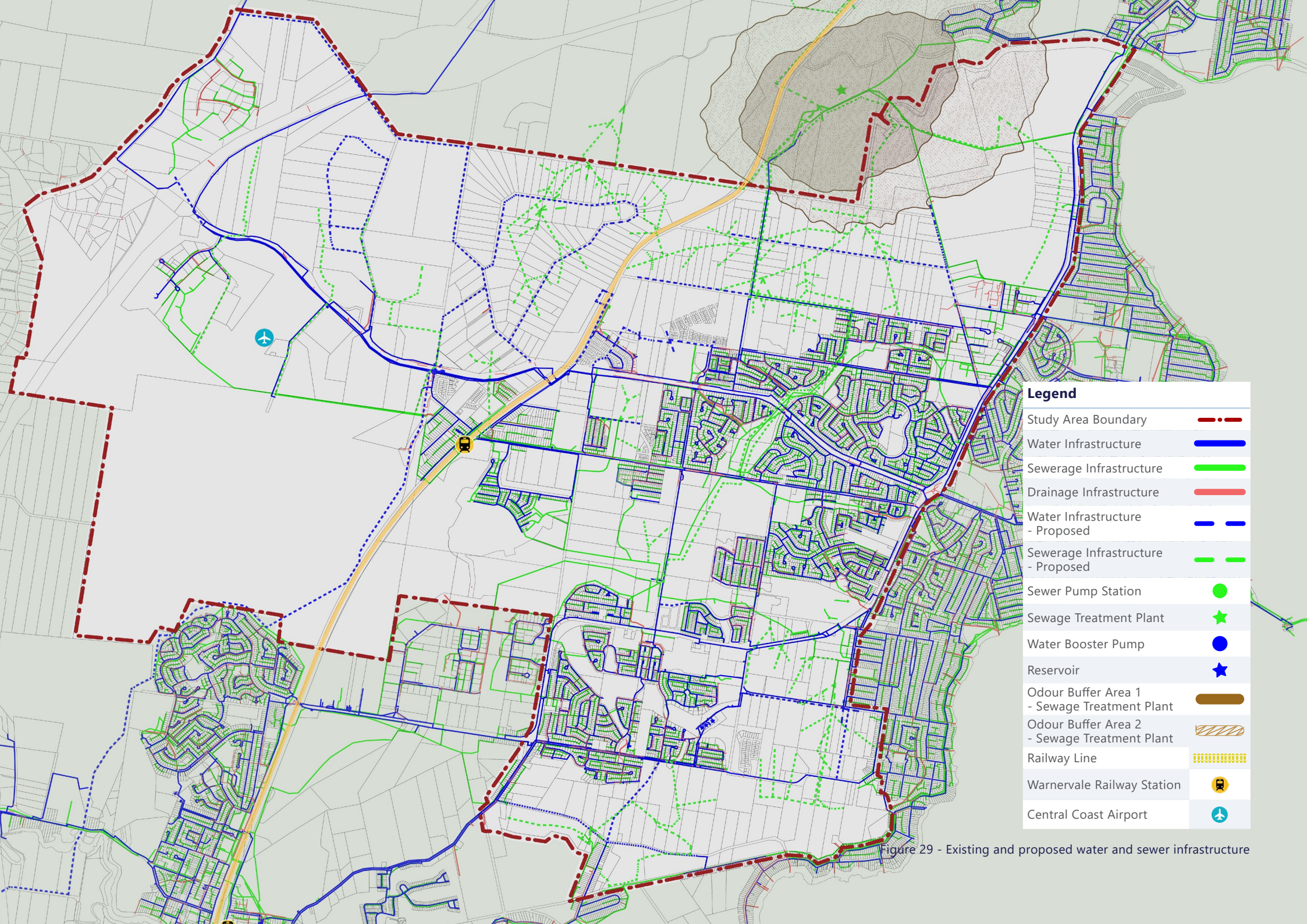
An infrastructure staging plan is also included at **Figure 30**. The staging plan has been developed based on criteria to determine the ease of serviceability.

The topography divides the Study Area into several sewerage pumping station catchments with capacity constraints within the majority of these catchments. Council's DSP identifies the need for new Sewage Pumping Stations (SPS) via sewer rising mains and extensions of gravity reticulation mains to existing gravity trunk sewers.

Charmhaven Sewage Treatment Plant (STP) is located approximately 500m from Precinct 7 and 10. The STP is at capacity and Council are finalising the concept design for major augmentation to Charmhaven STP. The upgrade has the potential to increase odour generation within the Study Area. The provision of an adequate odour buffer zone is required to minimise the risk of the community being subjected to potentially offensive odour.



Figure 28 - Charmhaven Treatment Plant



Legend	
Study Area Boundary	
Water Infrastructure	
Sewerage Infrastructure	
Drainage Infrastructure	
Water Infrastructure - Proposed	
Sewerage Infrastructure - Proposed	
Sewer Pump Station	
Sewage Treatment Plant	
Water Booster Pump	
Reservoir	
Odour Buffer Area 1 - Sewage Treatment Plant	
Odour Buffer Area 2 - Sewage Treatment Plant	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 29 - Existing and proposed water and sewer infrastructure

Opportunities

- Ensure development is undertaken with sound knowledge of the capacity of current and future servicing infrastructure within the Study Area.
- Review and refine Council's Development Servicing Plan 2019.
- Concentrate new development in areas that allow for efficient infrastructure servicing.
- Prepare a hydraulic sewer model for sewer catchments to ensure a holistic capacity review and refine future Development Servicing Plans.
- Finalise the concept design for the major augmentation to Charmhaven STP and review the buffer zone in consideration of future rezoning requests.
- Identify an adequate buffer to protect sensitive receivers from the STP's odour impacts.
- Undertake upgrade works to the STP to service expected population growth in the Study Area, prior to the release of adjoining land for development.
- Ensure interim odour modelling/forecasting considers the current plants seasonal variation in odour generation and the various potential changes associated with future upgrades that are yet to be the subject of an approved business case to proceed to construction.
- Ensure that rezoning applications are not approved within the odour contour area in Precinct 7 and Precinct 10 until additional sampling/modelling is undertaken after planned upgrades to Charmhaven STP.
- Ensure infrastructure, located in flood plains, such as sewer access pits, are built to a height so as not to be inundated with flood water.

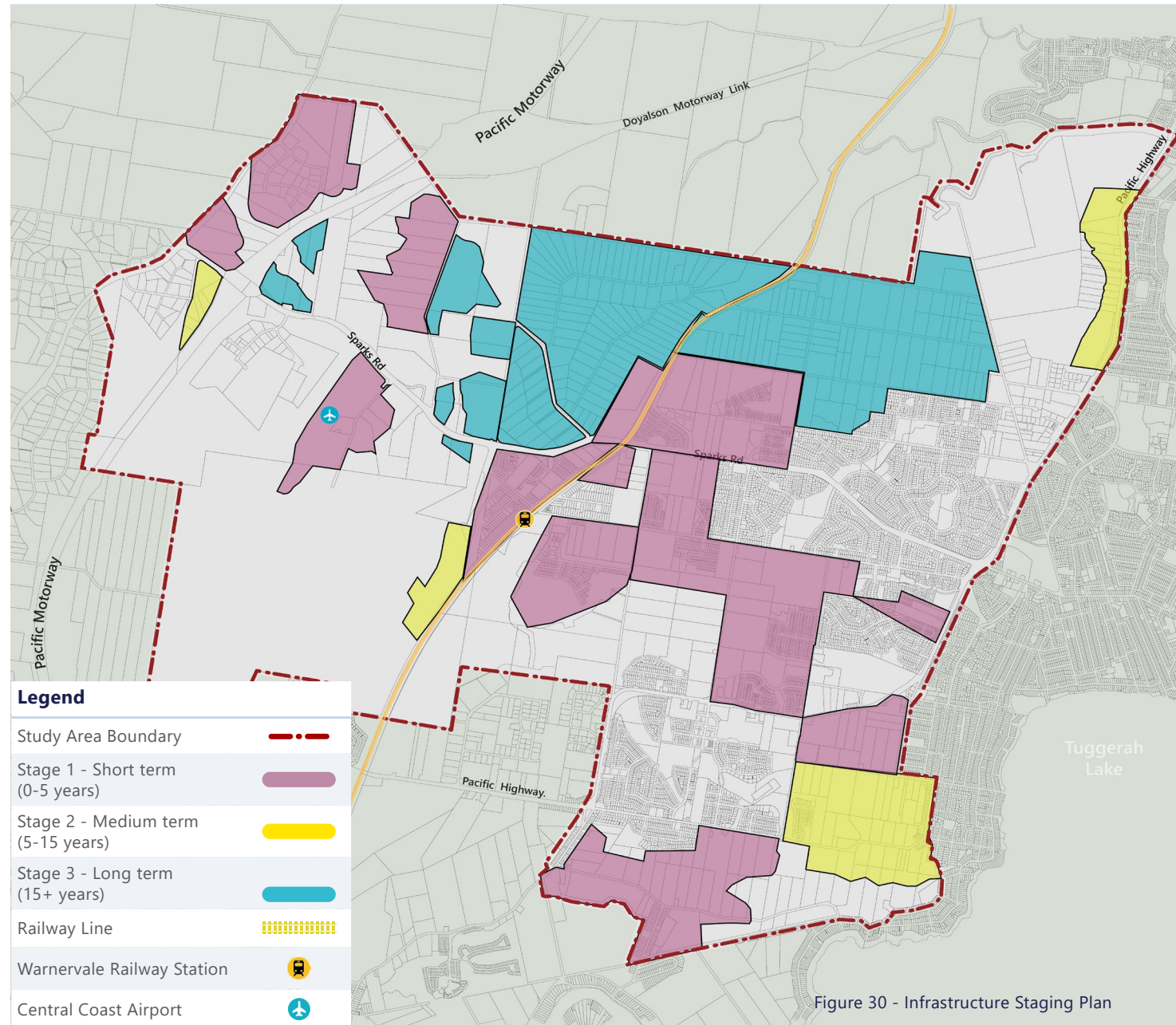


Figure 30 - Infrastructure Staging Plan

Sequencing and staging of development

Observation

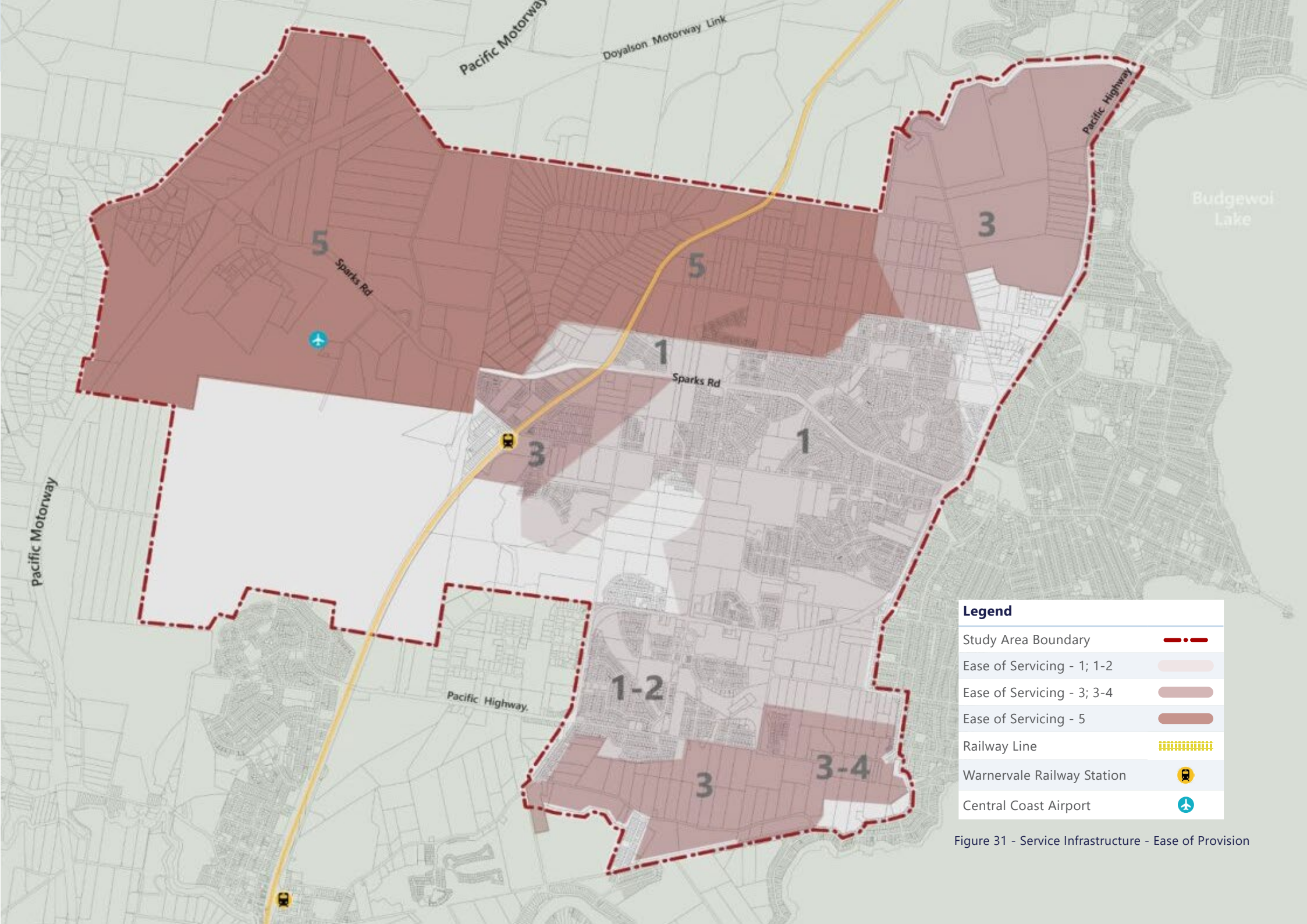
The Study Area has experienced significant growth in recent years which has increased demand for essential infrastructure and services such as public transport, roads, hospitals and schools. The Study Area comprises land suitable for both infill and greenfield housing and therefore new and/or upgraded infrastructure servicing is required to support future communities.

The staging and sequencing of infrastructure is therefore an essential part of planning for new housing and employment in Greater Warnervale.

A development sequencing plan has been developed, based on a number of criteria, including the level of difficulty involved in the provision of water and sewer servicing (**Figure 30 and Figure 31**). The rankings have been more heavily weighted towards precincts that were considered the most cost-effective to service.

Opportunities

- Group rezoning proposals together by the relevant precinct.
- Sequence development that is appropriate and cost effective in terms of provision of essential infrastructure.
- Where essential infrastructure is not yet available or planned to be provided when required to service development, proponents are to prepare a new servicing strategy.
- Where possible, integrate new development with adjoining developments.
- Ensure development contributes to the cost of public infrastructure through contribution plans and planning agreements.



Legend	
Study Area Boundary	
Ease of Servicing - 1; 1-2	
Ease of Servicing - 3; 3-4	
Ease of Servicing - 5	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 31 - Service Infrastructure - Ease of Provision

4.0 Existing Conditions and Opportunities



Figure 32 - Road safety around schools

4.5 Community

Education

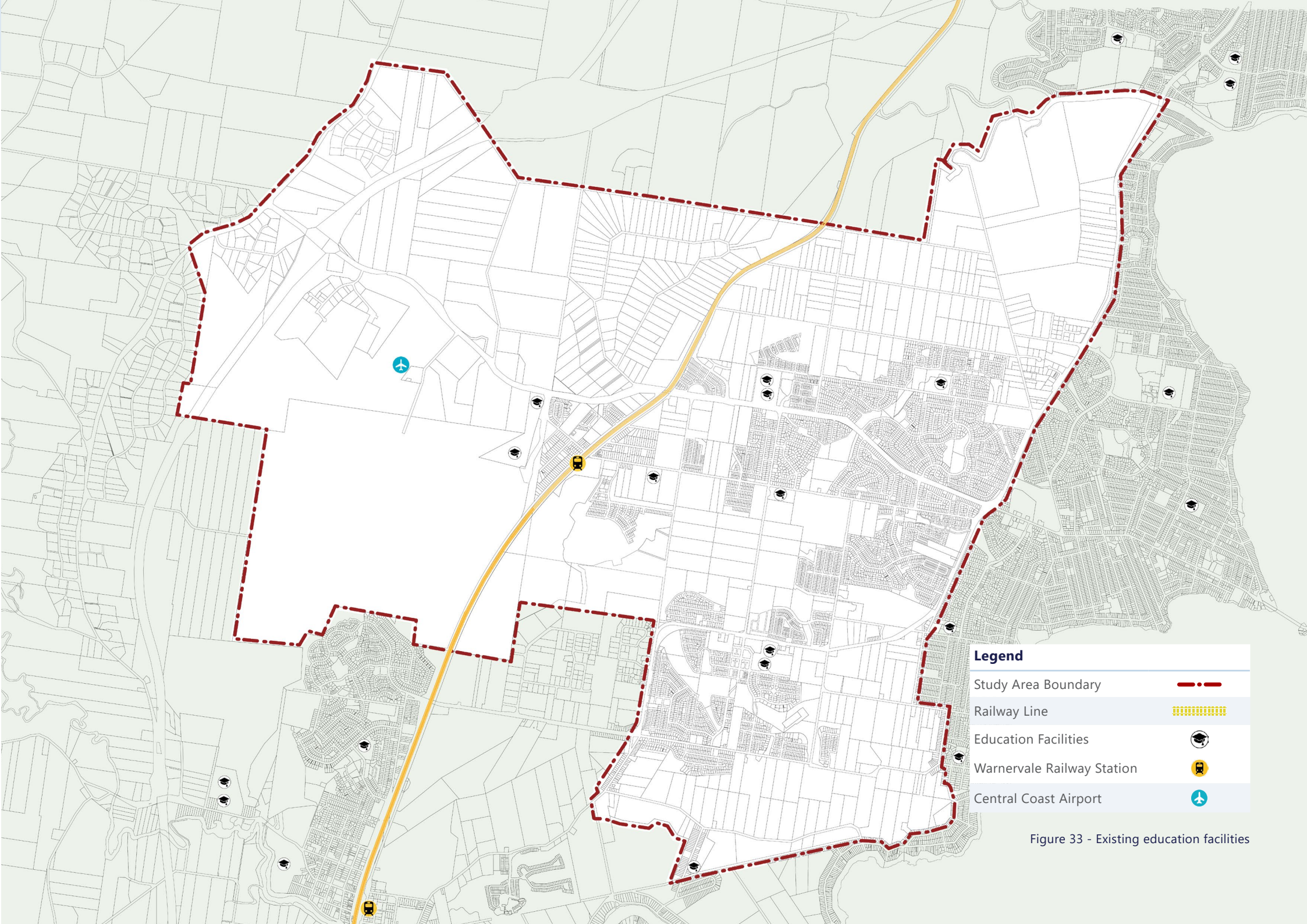
Observation

Greater Warnervale falls within the school intake areas of Warnervale School, Porters Creek Public School and Wyong High School. There are also several private primary and secondary schools within the Study Area (**Figure 33**). Additional school infrastructure will be required to support the future growth anticipated under this Plan. Schools Infrastructure NSW will continue to monitor the capacity of existing schools to accommodate the student demand anticipated from this Plan.

University of Newcastle is the only University facility on the Central Coast however this campus falls outside the Study Area. There are presently no tertiary education facilities in the Study Area. The closest facility is the Hunter TAFE - Wyong campus.

Opportunities

- Liaise with Schools Infrastructure NSW (SINSW) to ensure appropriate planning for education is undertaken within the Study Area.
- Monitor growth rates to ensure the anticipated targets are met and school infrastructure is delivered in an appropriate manner.
- Work with SINSW to identify sites suitable for future public schools in accordance with SINSW's 'School Site Selection and Development Guidelines.'
- Consult with SINSW where intensification of development is proposed around existing schools.
- Encourage and advocate for improved public and active transport links to existing and future school sites.



Legend






Study Area Boundary	
Railway Line	
Education Facilities	
Warnervale Railway Station	
Central Coast Airport	

Figure 33 - Existing education facilities

4.0 Existing Conditions and Opportunities

Community facilities

Observation

Council currently provides a number of community facilities within the area including Hamlyn Terrace Community Facility, Wadalba Community Centre, Warnervale Hall, Lakelands Community Centre and Gravity Youth Centre (**Figure 34**). There are no libraries within the Study Area.

The Warnervale District Contribution Plan 2021 identifies the following proposed community facilities within the Study Area:

- Warnervale Community Hub – includes a multi-purpose community centre, youth space, arts/cultural space, customer service space, technology space and library.
- Indoor Recreation Centre – Council has identified the need to provide an indoor recreation centre with district aquatic facilities such as aquatic hall and pools, health and fitness areas, amenities and external areas. The Centre will have broader regional demand beyond the Warnervale District.
- Additional Local Community Centre – Multi-purpose centre in South and East Wadalba Central. Proposed to co-locate with district playing fields.

Opportunities

- Co-ordinate the delivery of the above community facilities;
- Where possible, co-locate or cluster facilities in locations with complimentary land uses and close to public transport;
- Continue to levy contributions in accordance with Warnervale District Contributions Plan 2021.
- Provide accessible greenspace.

Aged and Affordable Housing

Observation

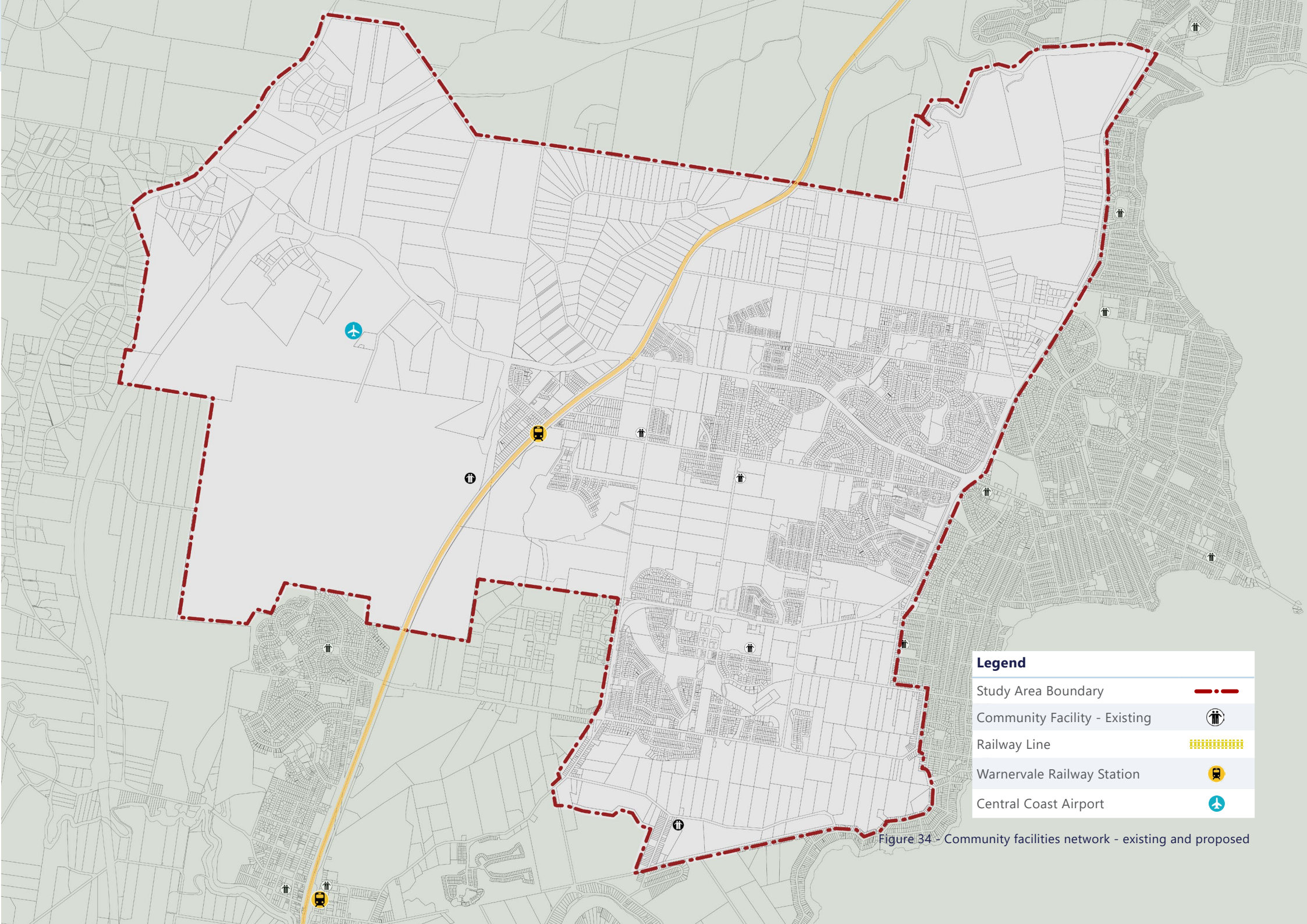
The growing aging population, availability of land and the Central Coast's idyllic lifestyle and climate presents excellent investment opportunities in aged care facilities and services. This has implications for the delivery of aged care services, but also creates opportunities for growth of large employment nodes in health care and other retiree related industries.

There are presently 11 aged care / aged housing facilities within the Study Area. Demand for additional aged care beds and independent living dwellings for over 55's, is likely to grow alongside the growing population.

In addition to increased demand for aged care, there is a growing need for affordable and alternative housing within the Study Area. A range of factors have made the area less affordable for local residents and susceptible to higher rates of housing stress. There are significant opportunities for this Structure Plan to support the creation and maintenance of affordable housing through land use zoning, controls, the timing of land release, location of services and facilities, and the levying of rates and development contributions.

Opportunities

- Finalise and implement the recommendations of the Central Coast Housing Strategy.
- Implement the strategic actions of the Central Coast Affordable Alternative Housing Strategy 2020.
- Investigate planning mechanisms to deliver affordable housing such as Planning Agreements.
- Promote aged care, affordable housing and key worker housing in proximity to public transport and Wyong Hospital.




Legend	
Study Area Boundary	
Community Facility - Existing	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 34 - Community facilities network - existing and proposed

4.0 Existing Conditions and Opportunities

4.6 Transport

Road network

Observation

Local traffic congestion is a key issue in the Study Area caused by a car dominated environment and an over reliance on the local and State road network.

Lack of local connectivity between precincts within the Study Area is a key challenge due to physical barriers such as the railway line and major arterial roads. New connector roads are needed to connect key destinations and provide alternative routes to reduce congestion and travel time.

Transport for New South Wales (TfNSW) is investigating the feasibility of providing a link road between Wyong and Warnervale. The road proposes a direct connection from the Pacific Highway, Watanobbi to Sparks Road, Warnervale, seeking to improve access between Wyong Local Centre and the Warnervale Growth Area, as well as provide easier access to the M1 Motorway.

The delivery of this road is dependent on TfNSW. Council will continue to advocate for Link Road whilst TfNSW investigates the feasibility of the connection. If constructed, Link Road has the potential to:

- Improve connectivity, traffic flow and travel times for motorists;
- Improve pedestrian and cyclist access;
- Improve safety for all road users.

Whilst it is acknowledged improvements to the local and State road network are required to improve safety and reduce travel times – this requires a considered approach so as not to provide more opportunities for people to drive, further exacerbating the issue of ‘car dependence.’ A key objective of this Structure Plan is to encourage a shift towards more efficient modes of transport such as cycling, walking and public transport.

Opportunities

- Support growth around existing public transport nodes such as Warnervale Station and Sparks Road key transit corridor.
- Continue to advocate for Link Road to improve connections between Wyong Local Centre and Warnervale.
- Identify opportunities for new and upgraded roads to enhance local connectivity and improve traffic flow and movement (**see Figure 35**).
- Minimise car parking provision across a precinct by providing safe and accessible walking, cycling and public transport options.
- Incorporate Safe Systems principles into the initial planning stages of strategic planning.

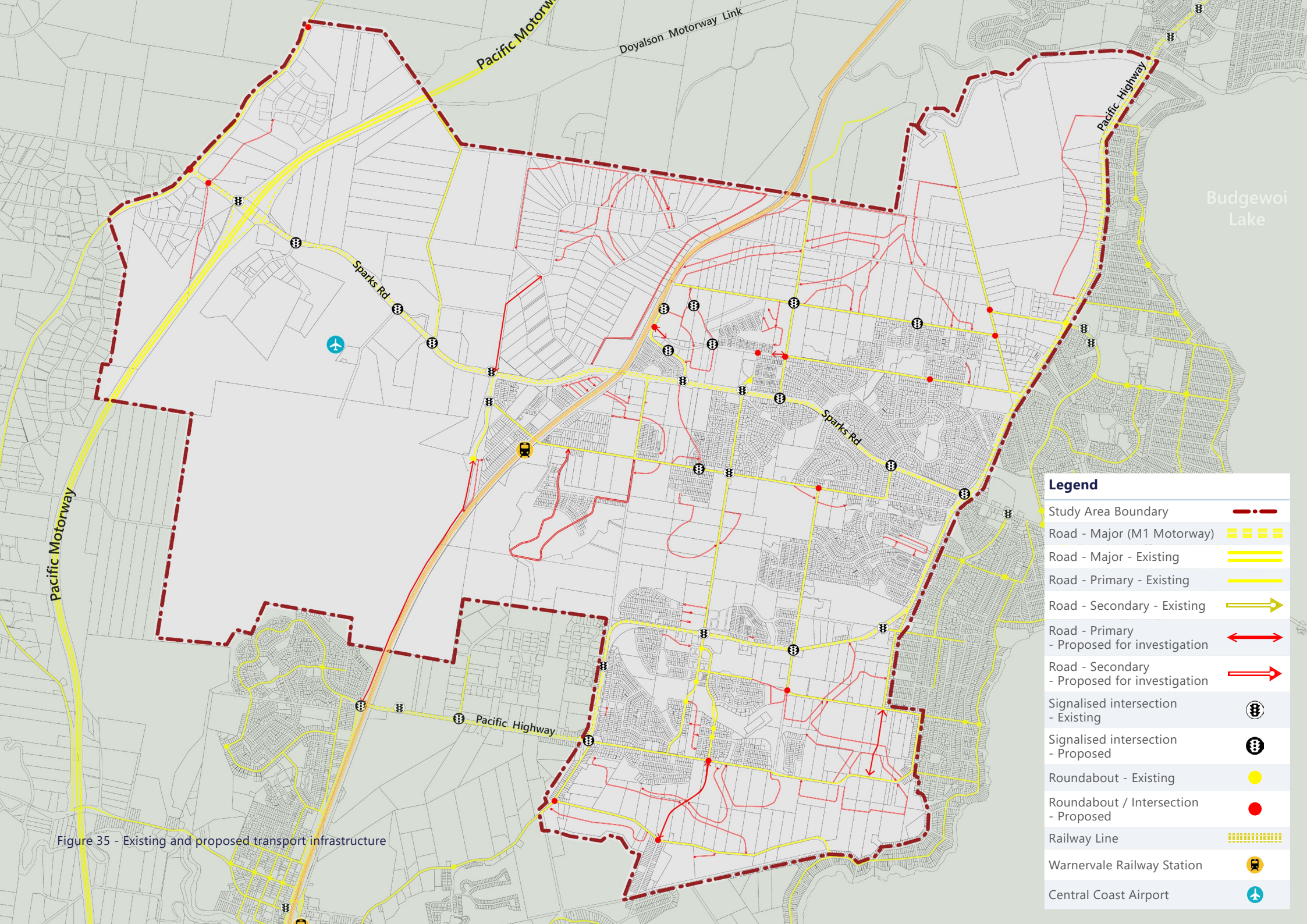


Figure 35 - Existing and proposed transport infrastructure

Legend	
Study Area Boundary	
Road - Major (M1 Motorway)	
Road - Major - Existing	
Road - Primary - Existing	
Road - Secondary - Existing	
Road - Primary - Proposed for investigation	
Road - Secondary - Proposed for investigation	
Signalised intersection - Existing	
Signalised intersection - Proposed	
Roundabout - Existing	
Roundabout / Intersection - Proposed	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

4.0 Existing Conditions and Opportunities

Public Transport

Observation

The Study Area has one train station (Warnervale Station) which provides services to Gosford, Sydney Central and Newcastle. Services run every 30-60 minutes during peak hour and every hour throughout the day. The long wait times between trains, limited stops and small commuter car park makes it undesirable for many commuters.

There are several bus routes servicing the area. Typically routes connect Lake Haven, Norville and Budgewoi to Tuggerah, Sparks Road, Warnervale, Wadalba and Wyong.

Many of the above bus routes are indirect and have multiple stops which can lead to longer journey times, further discouraging the use of public transport. Council will continue to work with TfNSW to improve bus and train routes/frequency and in turn encourage a mode shift towards public and active transport.

To accommodate future population, dwelling and employment growth within the Study Area – the environment must be conducive to safe and easy access to public transport. Increased rail network capacity, combined with a shift away from private cars, will help support the vision for new dwellings in Greater Warnervale.

Opportunities

- Work with TfNSW and Busways to improve frequency and routes of bus and train services.
- Advocate for upgrades to the existing Warnervale Rail Station such as:
 - Commuter parking
 - Bus interchange
 - Kiss and ride
 - Level crossing closure
- Support increased density around Warnervale Station.
- Co-locate key land uses such as schools, shops and amenities along key public transport corridors.
- Align walking and cycling networks with public transport routes to improve accessibility.
- Improve movement, functionality and connectivity between precincts.
- Discuss and advocate to TfNSW for the delivery of high-frequency multi-modal transit corridor between Greater Warnervale and Tuggerah.





Figure 36 – Warnervale Railway Station

4.0 Existing Conditions and Opportunities

Active Transport

Active transport typically has a lower mode share in the Study Area than cars. This is likely due to key movement corridors such as Sparks Road and the Pacific Highway not being conducive to walking and cycling due to high traffic volumes and speeds, low levels of amenity and physical barriers such as the railway line and major arterial roads.

Figure 38 shows the existing pathway network for the Study Area. Large areas of the Study Area have a strong existing pathway network, especially around centres of activity such as Wadalba and new urban release areas. Areas yet to be developed have little or no pathway access.

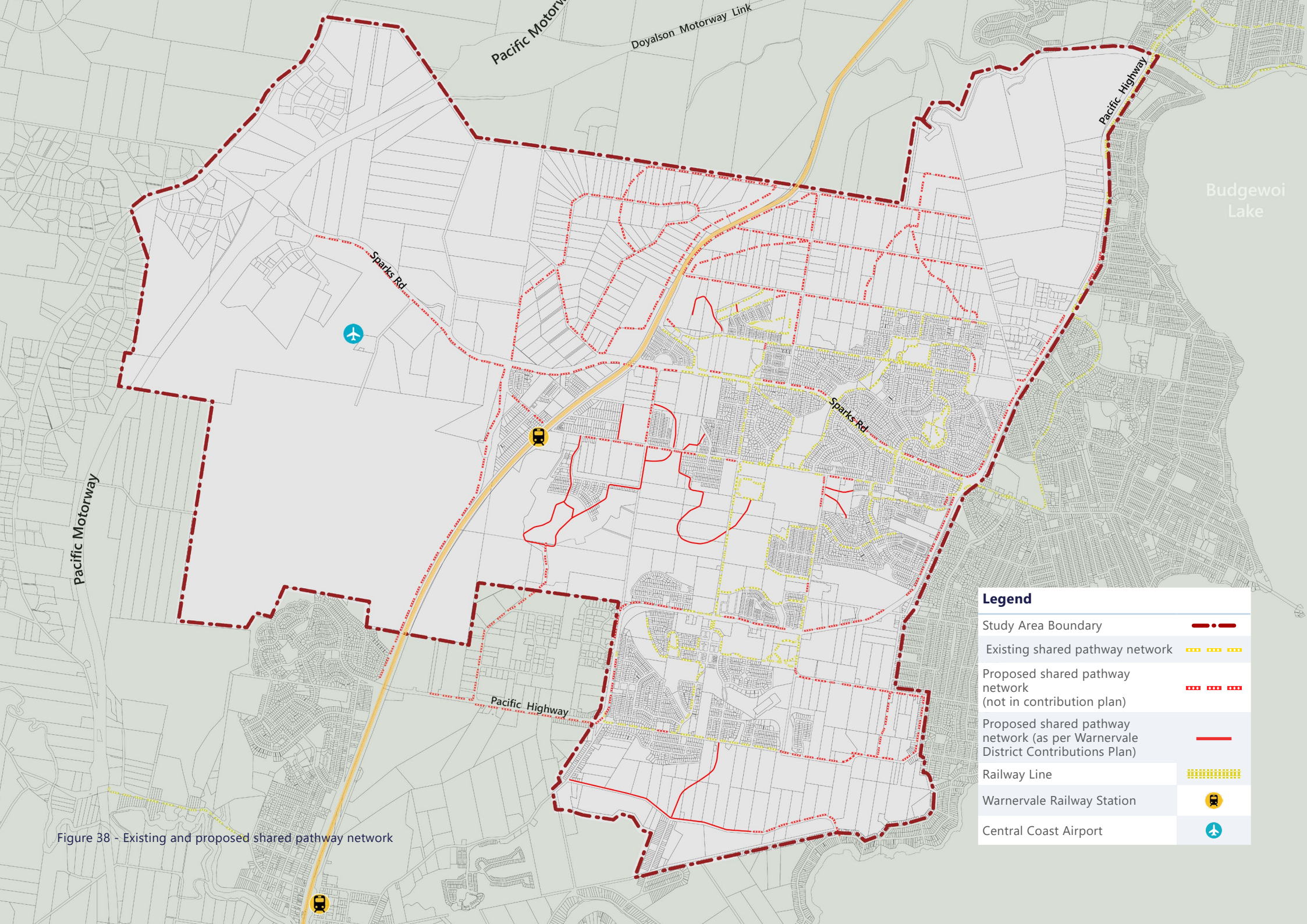
There are some existing shared paths and on-road facilities within the Greater Warnervale area however many of these are disconnected from other precincts.

Opportunities

- Co-locate safe walking and cycling corridors with key land uses such as schools, hospitals, community facilities and shops;
- Identify gaps in the existing network to create a continuous and connected cycling network to improve movement, functionality and connectivity between precincts;
- Investigate opportunities to allocate more road space to pedestrians and cyclists;
- Prepare development control plan chapters for each precinct and identify opportunities for through-site links for walking and cycling;
- Utilise DCP requirements to achieve quality public domain, streetscapes and new links to improve amenity;
- Work with TfNSW on initiatives to promote walking and cycling and encourage behavioural change;
- Support more active transport links as part of future contribution plans;
- Incorporate walking and cycling networks into subdivision design and ensure they are constructed by developers as part of subdivision works;
- Align walking and cycling networks with public transport routes to improve accessibility;
- Design and construct walking and cycling networks in accordance with Council's Bike Plan, Pedestrian Access and Mobility Plan and Civil Work Specifications.



Figure 37 - Tuggerah Lakes Wyrribalong National Park



Pacific Motorway

Doyalson Motorway Link

Pacific Highway

Budgewoi Lake

Sparks Rd

Sparks Rd

Pacific Highway

Pacific Motorway







Legend	
Study Area Boundary	
Existing shared pathway network	
Proposed shared pathway network (not in contribution plan)	
Proposed shared pathway network (as per Warnervale District Contributions Plan)	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 38 - Existing and proposed shared pathway network

4.0 Existing Conditions and Opportunities

Central Coast Airport

Observation

The Central Coast Airport is a aircraft landing area owned and operated by Central Coast Council. The airport is currently used for General Aviation purposes, including for private and recreational flying, flight training and emergency services.

Council is aiming to develop the Central Coast Airport into a general aviation hub which integrates aviation, technology, education, and business, and provides opportunities for interaction, collaboration, and alliances in the general aviation sector. The site has the potential to make a significant contribution to job creation and economic development for the LGA as an employment hub with excellent logistical and transport access.

Council is currently undertaking a detailed airport master planning process which aims to deliver an airport designed specifically to support the general aviation sector in NSW. The masterplan will set a coherent framework for development whilst providing certainty for the community to protect environmental and conservation land by identifying and excising these lands from any developable land. The general aviation hub will complement other planned developments in Council's northern precinct, including Warnervale business precinct, Warnervale Local centre and Wyong Employment Zone industrial lands.

Opportunities

- Finalise the draft Central Coast Airport Masterplan.
- Shape the future vision of the airport whilst continuing to provide environmental protection for important conservation land.
- Address impacts of the airport on amenity including noise, environment and safety.
- Investigate opportunities to drive regional economic development, employment and tourism.



Figure 39 - Central Coast Airport aerial

4.7 Employment and Commercial Activity

Observation

Council is currently preparing an Employment Lands Strategy which will provide strategic direction for employment land in the Study Area and broader LGA.

The Strategy includes analysis of specific employment precincts within the Study Area (**Figure 41**). There are 29 employment precincts across the Central Coast LGA, varying in size and land zoning. In total, there is approximately 2,190 hectares of employment zoned land across the LGA. The majority of this land is zoned E4 – General Industrial and accounts for approximately 1,903 ha or 87% of land stock.

The draft Strategy has been informed by a study prepared by Hill PDA and analysis of several employment precincts within the Central Coast LGA. Three sub-precincts have been developed (south, central and north). Employment areas within the Study Area are located within the ‘north’ sub-precinct area.

The north sub-precinct contains eight employment precincts that extend from North Wyong in the south to Gwandalan in the north (**Table 1**). The north sub-precinct is the largest employment zoned area comprising a total of 1,213ha. Despite the large landholding, 58% is undeveloped vacant land which contributes to the sub-precinct having the lowest amount of floorspace of approximately 611,000m².

Table 1 - Employment Precincts within the north sub-precinct

Precinct	E3	E4	W4	SP4	Total (ha)
Pacific Highway, Doyalson	0.0	1.3	0.0	0.0	1.3
Wyong Hospital	3.8	0.0	0.0	0.0	3.8
Gwandalan	0.0	1.0	0.0	0.0	1.0
Doyalson	0.0	11.7	0.0	0.0	11.7
Charmhaven	0.0	35.8	0.0	0.0	35.8
North Wyong	62.8	72.2	0.0	0.0	135.1
Wyong	0.0	339.3	0.0	32.5	371.8
Bushells Ridge	0.0	652.7	0.0	0.0	652.7



Legend

- 1. Central Coast Airport
- 2. Indicative Boundary realignment for runway and indicative subdivision of aviation lands and employment lands from Porter's Creek Wetland
- 3. Porter's Creek Wetland area for Bio-Stewardship
- 4. Warnervale Business Precinct (subject to future draft masterplan)

Figure 40 - Central Coast Airport Masterplan (as exhibited)

4.0 Existing Conditions and Opportunities

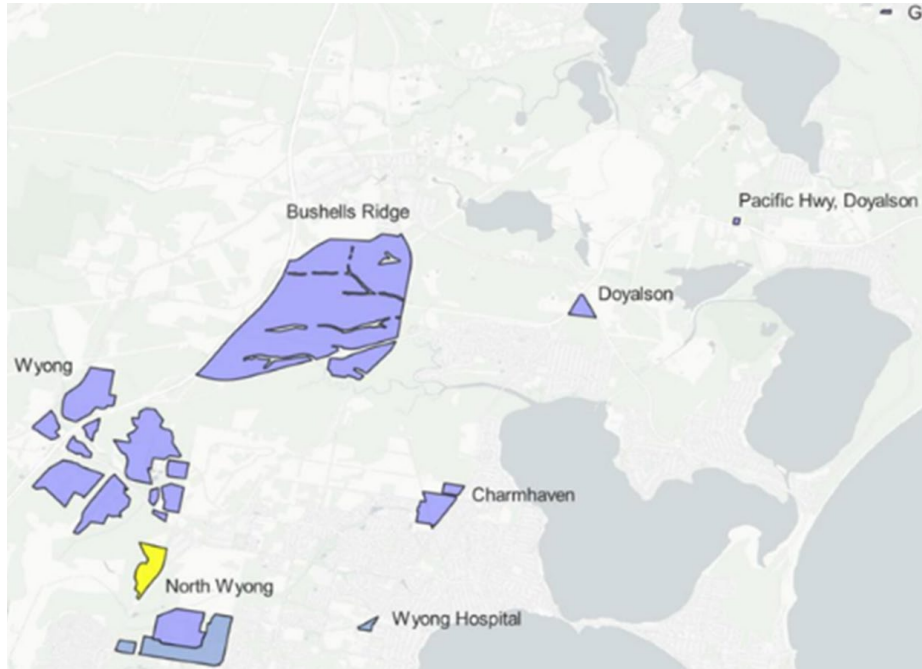


Figure 41 - North sub-precinct employment precinct overview (Resource ELS 2023)

The above indicates that although there is a large amount of undeveloped land, the majority currently lacks vital infrastructure, thereby reducing its attractiveness for development. Some constraints to development on this land include matters such as infrastructure provision, flood liability, water and sewer reticulation availability, site contamination, wildlife corridors, endangered ecological communities, critically endangered ecological communities, regionally significant vegetation, closed landfills and mine subsidence districts.

The Study Area contains the Central Coast Airport which is an aircraft landing area owned and operated by Central Coast Council. It has the potential to make a significant contribution to job creation and economic development as an employment hub with excellent logistical and transport access.

Commercial centres

Local centres are important as they provide for the everyday needs of the community such as shopping, dining, health and personal services. With more people working from home and increased reliance on local and neighbourhood centres, this Structure Plan seeks to improve local services and encourage a greater mix of land uses to create 15-minute neighbourhoods.

The Study Area contains Wadalba Local Centre which has two supermarkets together with a strip of shops and services with a commercial footprint being maintained at less than 7,000m². This Structure Plan proposes two new local centres at:

- Warnervale Local Centre (formerly known as Warnervale Town Centre)
- Warnervale Village (adjoining Warnervale Station)

A masterplan is also being developed for Warnervale Business Precinct (adjoining Warnervale Station).

Warnervale Town Centre has been re-classified as a 'local centre.' The State Government have announced that the new North Warnervale Train Station will not be proceeding. This has resulted in less housing densities being achieved than was originally expected when the site was planned as a town centre. With the northern railway station no longer proceeding, fostering a two centres approach will ensure accessibility and sustainable servicing of the two northern and southern parts of the Study Area.

Draft Central Coast Night-Time Economy

The draft Central Coast Night-Time Economy Discussion Paper provides a strategic framework with potential projects identified for the long-term development and growth of the night-time economy across all towns on the Central Coast, with a specific focus on Gosford as the Central Coast's capital city.

Warnervale Local Centre currently comprises predominantly residential development with little night-time activity. Long term, there are opportunities to diversify the land uses within Warnervale Town Centre by supporting restaurants and cafes with extended hours that complement Hilltop Park and the residential development. Other opportunities include:

- Extending hours of recreation, cultural and community facilities;
- Encouraging street activation and improvements to the public domain which will not only promote active travel but also expand the night-time economy.

Council will continue to lobby for more frequent train services at Warnervale Station. Subject to future improvements, a night-time economy is better promoted in areas of high trafficability and pedestrian movement where public transport options are available and includes visitor attractions. The GWSP study area is more likely to sustain a local economy of services and retail opportunities initially, with greater opportunity for night time activity largely dependent on the precincts surrounding the local centres.

The Study Area is also located in proximity to Toukley, Wyong and Tuggerah, both of which offer a diversity of night-time activities including restaurants, bars, movies, shops, galleries etc. Future growth in Warnervale will continue to support the night-time economy in these activity centres.

4.8 Open Space and Recreation

Open space areas that are accessible to local communities and within walking distance play a vital role in healthy and active communities. These open space and recreation areas play a key role in supporting and providing essential mental, physical, social, economic and ecological benefits at a local, district and regional scale.

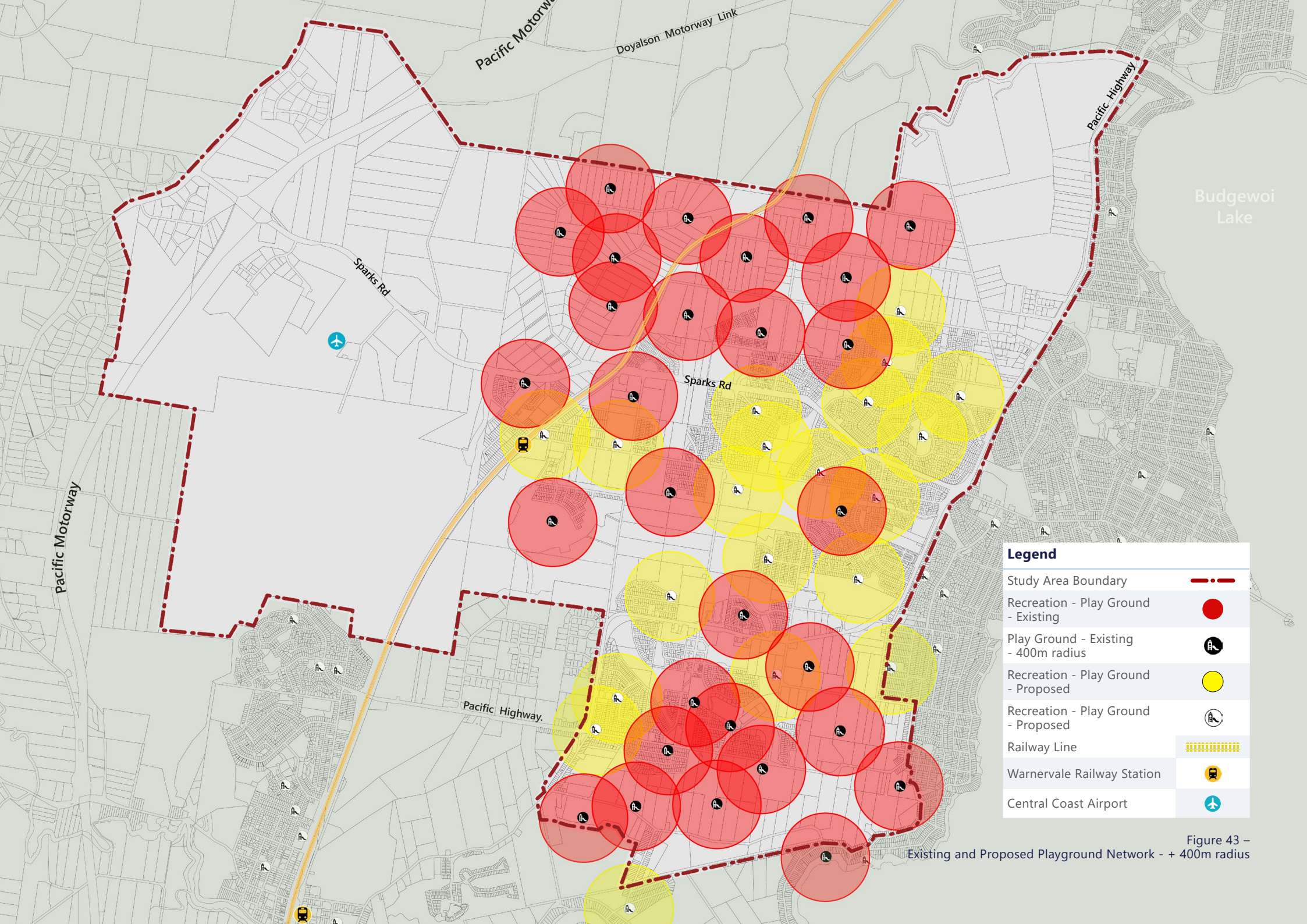
The Central Coast Open Space Strategy, which is currently in draft, projected Warnervale would have a deficit of public open space for recreation and sporting land following population densities projected to 2041 for this location. There is therefore demonstrated need for improved development of open space and recreation facilities in the Study Area.

Figure 43 and **Figure 44** notes the current supply of parks and sportsfields within the Study Area, however these are either of basic design, undersized or are subject to future land tenure agreement. Additionally, the area does not provide open space at a district or regional level park.

Figures 43 and 44 identify potential locations for possible future parks, playgrounds and sportsfields based on a 400m and 1km radius. The exact location and nature of these recreation spaces are yet to be determined and subject to funding.

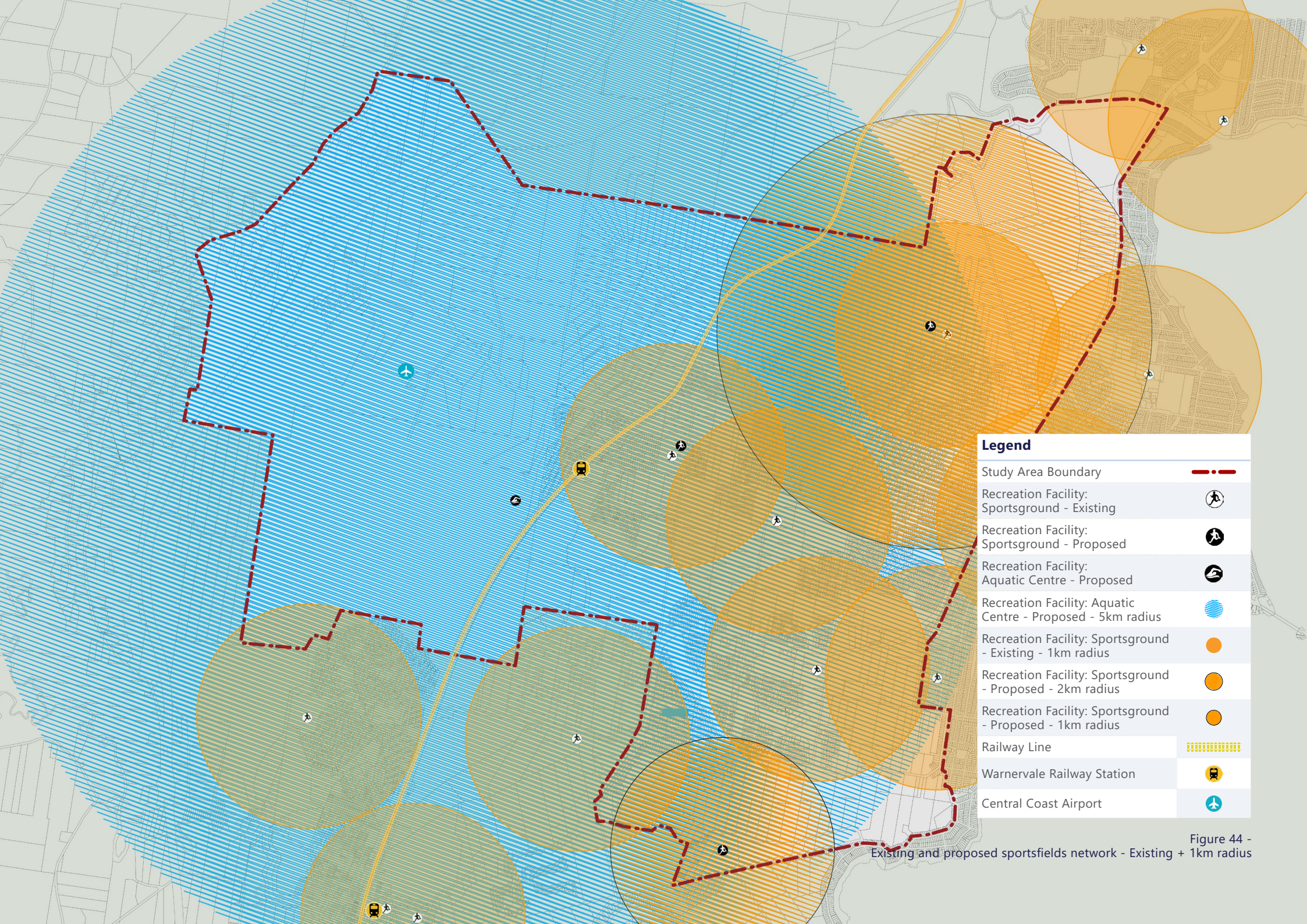


Figure 42 - Warnervale Park



Legend	
Study Area Boundary	
Recreation - Play Ground - Existing	
Play Ground - Existing - 400m radius	
Recreation - Play Ground - Proposed	
Recreation - Play Ground - Proposed	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 43 – Existing and Proposed Playground Network - + 400m radius



Legend	
Study Area Boundary	
Recreation Facility: Sportsground - Existing	
Recreation Facility: Sportsground - Proposed	
Recreation Facility: Aquatic Centre - Proposed	
Recreation Facility: Aquatic Centre - Proposed - 5km radius	
Recreation Facility: Sportsground - Existing - 1km radius	
Recreation Facility: Sportsground - Proposed - 2km radius	
Recreation Facility: Sportsground - Proposed - 1km radius	
Railway Line	
Warnervale Railway Station	
Central Coast Airport	

Figure 44 - Existing and proposed sportsfields network - Existing + 1km radius

4.0 Existing Conditions and Opportunities

Parks are planned to serve residential catchments at a local, district, and regional scale to cater for the diverse needs of the community. In recent years, multiple playspaces within the Study Area have been upgraded by Council. Where new park/playspace provision is required, planning and design should adhere to the Playspace Strategy and the park planning attributes contained within the Open Space Strategy currently being prepared. Open space areas and sporting facilities are forecasted in the Warnervale District Development Contributions Plan to service the future population within the Study Area. There are however land tenure uncertainties that will need to be addressed in the release of land to ensure a strategic location of open space areas and sporting facilities.

Parks are categorised in Council's Playspace Strategy 2020 by the following key principles;

- a. Equitable distribution - Provision of a network of quality playspaces that ensures supply and category of playspaces meet the needs of the area.
- b. Co-location with other facilities such as amenities, sporting facilities, parking to maximise capacity and efficiency of use.
- c. Well-designed - Design that considers the context and embraces a 'whole of park' approach so that playspaces are inclusive, accessible, intergenerational, creative, and minimise maintenance to deliver fit for purpose facilities.
- d. Sustainable - Playspaces that are robust and consider lifecycle management of the asset.

Opportunity exists to increase the quality of public open space areas within the Study Area that is consistent with the Playspace Strategy principles.

Sport facilities in the Study Area are at or nearing capacity with a critical need to expand Warnervale Oval to provide a second playing surface. A master plan for expansion of Warnervale Oval has been developed by Council with funding required to upgrade the site.

Opportunities

- Where development proposes increased residential demand for open space and passive recreation facilities, applications should include parks in accordance with those identified in the Contributions Plan or as demand is generated and in accordance with Council's Open Space Strategy.
- All new play spaces proposed should be designed in accordance with the Playspace Strategy 2020 key principles.
- Co-locate natural environmental assets to create passive or nature/alternative based recreation, education and visual amenity uses across the Study Area. This may be combined with conservation management of valuable environmental and cultural sites in Council's ownership and may include lower impact recreation activities on more sensitive areas such as viewing platforms and walkways and should promote education of these sensitive environments (e.g Porters Creek Wetlands).
- Improve existing public open space areas to provide high quality pedestrian, recreation, social and cultural spaces and linkages to connect major activity generators.
- Extension of the existing Warnervale District Contribution Plan to enable incentives for the supply of new play spaces or revitalisation of existing spaces.
- Delivery of local parks, district size parks and sporting and recreation spaces within the study area.



Figure 45 – Woongarrah Oval Playspace

Chapter 5

5.0 The Structure Plan



The Structure Plan

This chapter outlines the vision for future Greater Warnervale - developed with input from the community, agencies and industry. This vision has been developed in response to the research and engagement undertaken to date as well as an analysis of existing conditions and opportunities of the Study Area.

It proposes a strategic land use strategy to help realise the vision for Greater Warnervale and aligns with the themes in Council's Community Strategic Plan - One Central Coast - that is smart, green and liveable with a shared sense of belonging and responsibility.

5.1 Vision

By 2041, Greater Warnervale will have evolved into a regionally significant centre with improved housing choice and diversity, public and active transport options and access to shops, services, education and open space.

There will be a greater mix of housing types and densities to suit the community's changing needs. New homes will be concentrated in walkable 15-minute neighbourhoods that are well connected to local shops, services and open space. The neighbourhoods will be compact, fine-grained and built to human scale. The streets will be places for people with a focus on prioritising pedestrians over cars.

Increased density will be concentrated around Warnervale Station and Warnervale Local Centre and key transit corridors. New housing will require additional public transport capacity and changes to travel behaviour. To achieve this, it must be easier and safer for people to move around Greater Warnervale and access the rail station, active and public transport.

The Study Area will be a highly connected and integrated network of diverse neighbourhoods each serving a unique purpose. Each precinct will be well-planned, designed and connected.

The community will have access to a variety of open space and recreational assets set within a framework of environmental corridors and natural landscapes of both ecological and scenic value.

A safe, reliable and connected pedestrian, cyclist and public transport network will connect the precincts and reduce car dependency. Key land uses such as shops, hospitals, community facilities, recreation, schools and specialised precincts will be co-located with key movement corridors. Shifting away from a dependency on private vehicles will require safe, comfortable, interesting and direct walking and cycling connections to places people want to visit such as Warnervale Station and Village, Warnervale Local Centre, schools, parks and play spaces. This will be supported by improved public transport capacity over time.

The Wyong Employment Zone, Central Coast Airport and emerging employment areas will be a catalyst for economic development, providing more jobs closer to home.

5.2 Principles

The vision for Greater Warnervale is guided by the following principles. These principles have been developed based on a variety of themes including the natural environment, hazards, infrastructure and services, built form, community, transport, employment, open space and recreation. These principles will guide future land use and infrastructure planning decisions and should be considered when assessing planning proposals.

ENVIRONMENT	Principle 1:	Protect, preserve and enhance the rich environmental heritage of the area including waterways, bushland and wildlife corridors
HAZARDS	Principle 2:	Ensure land use planning is sustainable and resilient with particular management of risk from hazards such as flooding, bushfire and contamination
SERVICING	Principle 3:	Create well connected communities with sustainable infrastructure and services released concurrently with the delivery of new housing and employment
HOUSING	Principle 4:	Provide greater choice and diversity of housing
	Principle 5:	Create a network of 15-minute neighbourhoods and deliver housing in accessible areas where jobs, goods and services can be accessed within a 15-minute walk, cycle or drive
	Principle 6:	Plan for increased density in areas nearest to public transport or key transit corridors to support 15-minute neighbourhoods
COMMUNITY	Principle 7:	Ensure that the growing population has access to all levels of learning opportunities
	Principle 8:	Develop a sense of belonging through recognition of cultural heritage, connection and identity across the Study Area
	Principle 9:	Capitalise on the redevelopment of Wyong Hospital and promote health and wellness industries
RECREATION	Principle 10:	Promote healthy lifestyles for our growing community through well connected and maintained open space and recreation facilities
	Principle 11:	Create a network of accessible open spaces where residents and workers are within walking distance of green open space
	Principle 12:	Ensure that the quantum of green open spaces is sufficient, well-located and well-sized to cater to the anticipated 20-year growth projection
ECONOMY	Principle 13:	Support local employment and economic development within the Wyong Employment Zone and employment lands to promote a prosperous economy
TRANSPORT	Principle 14:	Improve pedestrian and cycle links between precincts and design streets and public areas for human comfort
	Principle 15:	Prioritise non-motorised transport networks
	Principle 16:	Co-locate key land uses along walking, cycling and public transport corridors
SUSTAINABILITY	Principle 17:	Establish incentives for the efficient use of energy and water within buildings
	Principle 18:	Increase tree canopy cover within the public and private domain, in line with the Greener Places Strategy

5.3 Engagement

In February 2023, the first iteration of the draft Greater Warnervale Structure Plan was placed on public exhibition.

Community engagement was conducted in February and March 2023. Engagement was also undertaken online in the form of a social pinpoint map and a feedback form. Meetings were also conducted with key agency stakeholders.

Following the public exhibition period, finalisation of the Structure Plan was placed on hold while Council worked through the submissions received.

Future consultation opportunities will arise through the preparation of local planning strategies and planning proposals within the Study Area as the Structure Plan is implemented.



Figure 46 - Community Engagement

Stakeholder and community feedback

A total of 73 submissions were received, comprising nine (9) from agencies, two (2) from industry and 62 from the public. An additional 115 comments were also left on the interactive social pinpoint map. Below are key points raised within the submissions:

- The natural environment needs to be protected and cared for.
 - Waterways and natural areas need to be managed in a sustainable way.
 - Support a mix of dwelling type, density and lot sizes.
 - Plant more trees to compensate for clearing of vegetation.
 - Increase street tree planting to provide shade, greenery and improved pedestrian amenity.
 - Support fauna crossings and street planting subject to implementation of a maintenance plan.
 - Identify suitable locations for new schools to alleviate pressure on existing schools.
 - Support more open space and recreational parks, walkways, sportsfields etc.
 - Reduce traffic congestion at key pinch points before increasing population.
 - Improve pedestrian and cycle connections.
 - Deliver more health and medical services to service the current and future population.
 - Improve access to active and public transport options.
- Provide certainty regarding a new town centre.
 - Deliver more local shops and services within walking distance of residential areas.
 - The importance of considering climate change in land use planning.
 - Minimise land use conflict with residential and employment areas.
 - The need to consider sequence and staging of land release and development.

The matters raised within the submissions have been considered during the preparation of this Structure Plan.

5.4 Population, dwelling and job forecasts

The Structure Plan proposes a target range for population, dwelling and job growth in the Study Area. These projections are based on census data (2021) and forecast ID data (May 2024). They will be reviewed and refined as part of future work.

A preliminary capacity analysis has been undertaken to identify how many people and dwellings could be accommodated within the Study Area. The analysis suggests that the Study Area has capacity for approximately 34,925 people and 11,680 dwellings. This is based on the assumption that all precincts are developed in their entirety. It should be noted that not all precincts will be developed by 2036. Rezoning and delivery of housing and employment in accordance with the Structure Plan is dependent upon proponent led precinct rezonings, outcomes of the Central Coast Strategic Conservation Plan and undertaking further detailed technical investigations at a finer scale to better define development footprints of each precinct.

Notwithstanding this, based on the census and forecast ID presumptions, the Study Area has capacity to accommodate the amount of residents expected to live within Greater Warnervale by 2041. More detailed local investigations are needed to determine the exact development potential of these areas which is beyond the scope of this Structure Plan.

Precinct	Area	Estimated population (2.99/dwelling)	Estimated dwelling yield	Estimated jobs (20 jobs/ha)
Precinct 1 Wyong Employment	1,281ha	N/A	N/A	6,939
Precinct 2 Warnervale Village	416ha	3,577	1,196	557
Precinct 3 Wallarah Residential	255ha	8,035	2,687	N/A
Precinct 4 Warnervale Local Centre	125ha	2,564	858	242
Precinct 5 Wadalba Residential	343ha	4,186	1,400 lots	N/A
Precinct 6 Hamlyn Terrace	479ha	2,422	810 lots	N/A
Precinct 7 Woongarra	450ha	8,211	2,746	N/A
Precinct 8 Wadalba East	161ha	3,432	1,148	N/A
Precinct 9 Health and Medical	87ha	1,692	566	56
Precinct 10 Charmhaven West	302ha	806	269	687
Total	3,899ha	34,925	11,680	8,481





















For each Precinct, there is an expected dwelling yield, population and jobs. Dwelling yields were calculated based on residential NDA, 15 dwellings per hectare and approved subdivision data/approved developments. The projected yields are subject to change following completion of detailed constraints analysis, technical studies and Council’s Employment Lands Strategy.

5.5 The Structure Plan

The Structure Plan (**Figure 47**) spatially illustrates the vision for Greater Warnervale and each sub-precinct. It sets a framework for the future of the Study Area, defining land uses and key movement and open space networks that will connect the precincts.

When reviewing the Structure Plan, landowners should remember that the plan is high level. The final boundaries for the proposed development precincts and green corridor linkages will be determined when new local environmental plans are prepared for the area. Depending on site constraints and the findings of detailed technical investigations, amendments to the land use strategy may be required.

		LEGEND
Housing		Low Density Residential
		Medium Density Residential
		Rural Residential
Employment		Local Centre/ Business
		Employment/ Industrial Land
Health		Health and Medical/ Aged Care
Education		Schools (Public/ Private)
Recreation		Open Space and Recreation
Environmental		Environmental Corridor
		Hydrology/ Potential Environmental Corridor
Infrastructure		Infrastructure
Other		Greater Warnervale Structure Plan Study Area
		Investigation Area for Future Employment/ Housing
		Future Masterplan Area
		Area Subject to Place Plan
		Local Centre
		Warnervale Railway Station
		Central Coast Airport

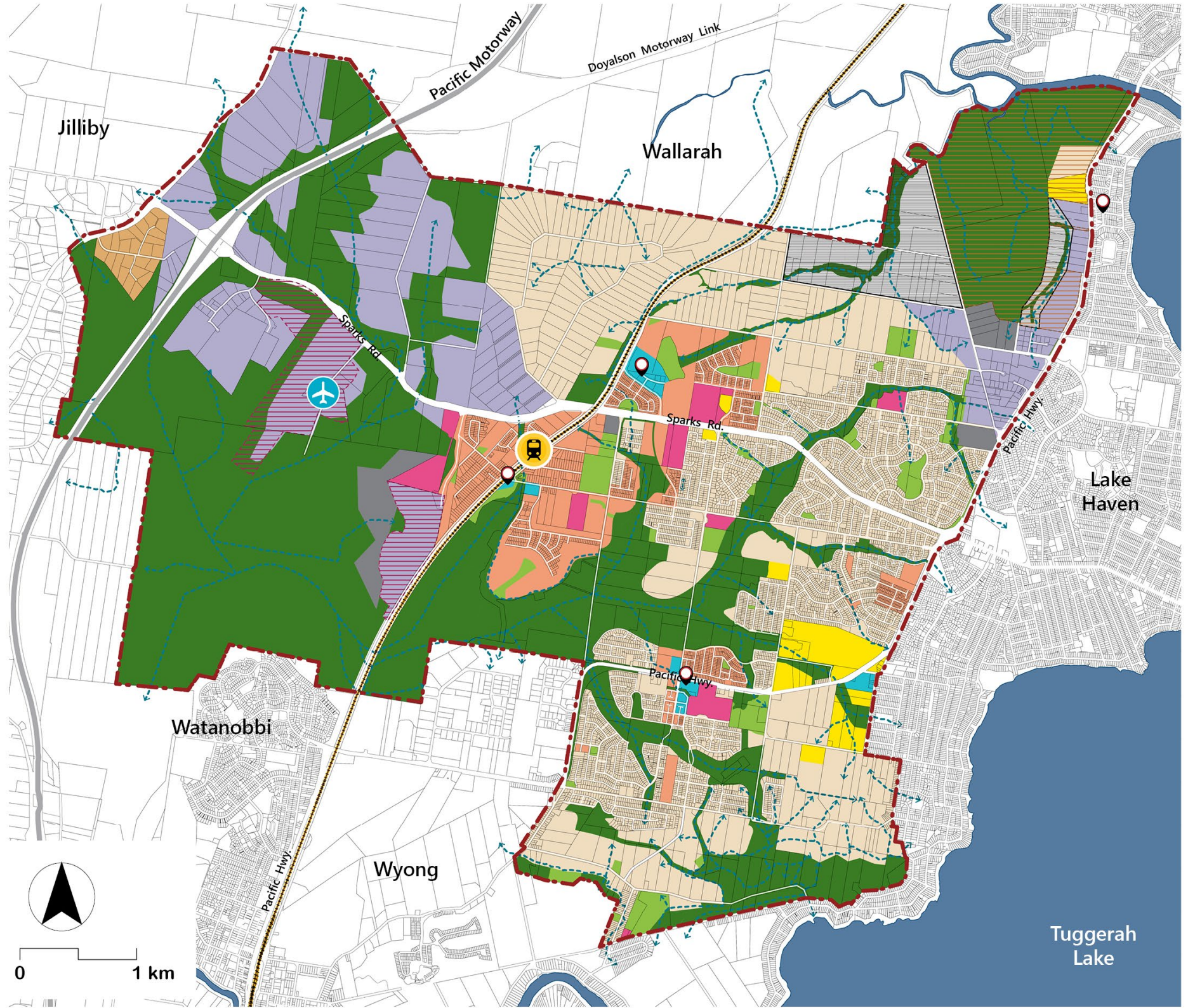


Figure 47 -
The Structure Plan

5.6 Precincts

The future Greater Warnervale is planned to have ten distinct precincts, each with their own role, function and character. The precincts have been informed by the existing conditions and strengths of each.

Precinct 1

Wyang Employment Zone

Precinct 2

Warnervale Village

Precinct 3

Wallarah Residential

Precinct 4

Warnervale Local Centre

Precinct 5

Wadalba Residential

Precinct 6

Hamlyn Terrace

Precinct 7

Woongarra Residential

Precinct 8

Wadalba East Residential

Precinct 9

Health and Medical

Precinct 10

Charmhaven

The initial focus for development within the Study Area will be towards the southern half of the Study Area, concentrated around the existing Warnervale Station (Precinct 2 – Warnervale Village) and Warnervale Local Centre (Precinct 4). These areas can be more efficiently serviced by new or upgraded infrastructure and are close to public transport.

The housing and employment estimates are based on a broad assessment of net development area for each precinct. The actual development potential for each precinct is yet to be determined as the land is more closely investigated and rezoned.

Employment

- Expanding employment zones at Charmhaven;
- Developing new local centres at Warnervale;
- Developing a specialised health precinct in proximity to Wyong Hospital;
- Identifying land suitable for long-term employment in the vicinity of Wyong Employment Zone.

Residential

Residential development in the Study Area is expected to occur within the walkable catchment of planned and existing centres and public transport routes such as:

- Warnervale Local Centre - within 800m distance of the centre;
- Proposed new village centres at Wadalba – within 400m-600m of the centre; and
- Neighbourhood centres (e.g. the existing Warnervale village and development near Charmhaven shops, etc) – within 150m of the centre.
- Key transit corridors and high amenity locations such as Sparks Road.

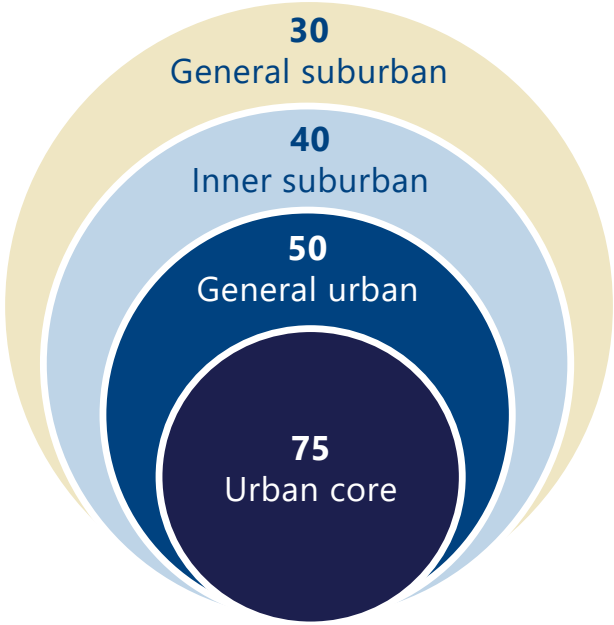
As per CCRP 2041, residential development should occur in locations with core services and facilities, where everyone can meet their basic needs within 15-minutes of their home. This includes green and open space, schools, small healthcare facilities and essential retail (groceries, fresh produce and pharmacies).

CCRP 2041 identifies density targets within urban and suburban contexts (see Figure 48).

These dwelling targets may be achievable in undeveloped precincts within the Study Area, however, will also need to align with market demand.

Recent development in the area has been trending towards densities of 15-20 dwellings/hectare. Notwithstanding this, the Structure Plan seeks to encourage a diversity of housing types and increase density in high amenity locations, close to schools, shops, public transport, open space.

Attempts to meet these targets can be done by encouraging a diversity of housing types, including attached dwellings, dual occupancies and multi-dwelling housing to support walking, cycling and public transport in 15-minute neighbourhoods.



30 dwellings per ha, unless within 800m of strategic centres and public transport corridors, which should achieve minimum 50 dwellings per ha
40 dwellings per ha, unless within 800m of strategic centres and public transport corridors, which should achieve minimum 75 dwellings per ha
50 dwellings per ha, unless within 800m of strategic centres and public transport corridors, which should achieve minimum 75 dwellings per ha

15-minute neighbourhoods

Enabling neighbourhood centres to accommodate a mix of land uses complementary to residential development is key to creating neighbourhoods where people can access local shops, services and facilities within a 15-minute walk or cycle from where they live.

This Plan seeks to encourage residential growth in areas where people can live and work locally and commute via public and active transport rather than relying on cars.

The Study Area contains several greenfield areas earmarked for residential growth. The success of these areas as 15-minute neighbourhoods is dependent on the ability to provide a mix of land uses, access to everyday needs and services via public and active transport, and an appropriate density to support transport infrastructure and the neighbourhood uses. To ensure these new growth areas to not create “isolated” suburban suburbs, local planning guidelines must support a mix of land uses, better access to walking and cycling and a high amenity environment.

Whilst some existing areas within the Study Area do not currently support the 15-minute neighbourhood concept, areas around existing local centres and public transport offer opportunities for urban renewal and infill housing. This optimises the value of existing infrastructure and makes future investment in transport and services viable.

Future planning proposals will need to demonstrate how they achieve the 15-minute neighbourhood objective within this Structure Plan and the CCRP 2041. As per CCRP 2041, planning proposals will incorporate:

- a small neighbourhood centre if the proposed residential yield exceeds 1,500 dwellings or
- a large neighbourhood centre if the proposed residential yield exceeds 4,000 dwellings

Planning proposals that propose a residential zone should ensure future dwellings are within a 15-minute walk or cycle to:

- Cafes and restaurants;
- Local schools and day care;
- Local shops and services;
- Local health facilities and services;
- Green open space; and,
- Recreational and play spaces.

Precinct specific DCP chapters should consider incorporating design guidelines and criteria to ensure high quality public domain outcomes, street connectivity, housing diversity and management of land use conflicts.

Figure 48 - CCRP Density Targets

5.0 The Structure Plan

Development Staging

Development in new growth areas should be sequenced and staged to link with infrastructure delivery and land release. The sequencing of infrastructure and development will ensure:

- Development occurs in a way that is appropriate and cost effective in terms of provision of essential infrastructure.
- Development does not create circumstances in which residents will be unreasonably isolated from commercial, community or recreational facilities, or access to public transport for an extended time period.
- Development is integrated with adjoining developments, including the timely provision of connecting streets and walking / cycling paths.

An infrastructure staging plan (see **Figure 49**) has been developed, based on the criteria listed below:

Major criteria

- Impact on existing roads/traffic – Minor, moderate or major.
- Vegetation clearing required – Minor, moderate or major.
- Land use conflict (e.g. Land claims, recreation uses, odour issues)
- Sewer Servicing provision – Any sewer system for this area will need to be developed in consultation with Council with due consideration of the impacts on the adjoining systems that will be connected to. These may require further upgrading than identified in the DSP as they would not currently consider a load from these areas. This restriction will need to be incorporated into this Structure Plan for this area.

Minor criteria

- Surface development restrictions – Restrictions placed on the land by Subsidence NSW, to ensure that future development does not limit extraction potential for coal resources in the area.
- Integration with current development patterns – 1km proximity to schools, local centre etc.
- Sensitive Coastal Location - Presence of or proximity to coastal wetlands.
- Sensitive Vegetation - Presence of Endangered Ecological Communities.

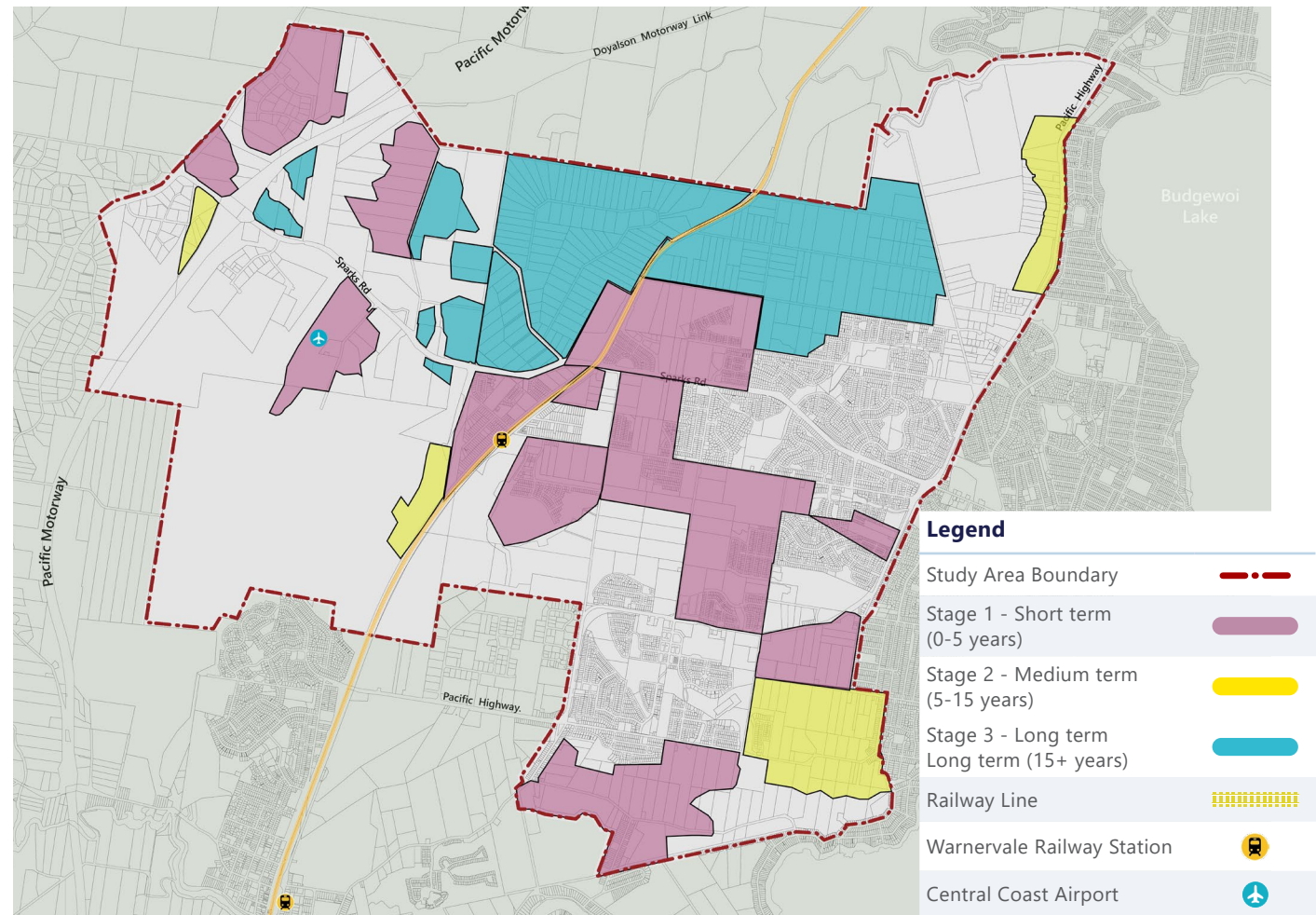


Figure 49 - Infrastructure Staging Plan

5.6.1 Precinct 1 – Wyong Employment Zone

Overview

This Precinct is located within the Wyong Employment Zone (**Figure 50**). It will provide for higher order employment opportunities in transport, freight, warehousing, logistics and manufacturing due to its excellent transport links to the M1 Motorway and proximity to the Newcastle/Hunter and Sydney region.

Future land uses will need to be compatible with the environmental characteristics of the Precinct including Porters Creek Wetland and the Warnervale floodplain. Porters Creek Wetland will be protected, restored and managed with an interconnected biodiversity corridor network connecting to other areas of environmental value within and outside the Precinct. It will provide opportunities for passive recreation such as walking trails and environmental education whilst remaining important conservation land for threatened species and endangered ecological communities.

Central Coast Airport will provide significant economic and social benefits and is the subject of a draft Masterplan which provides opportunities to meet expected demand for general aviation activities for the next 10 years. On 12 December 2023, Council resolved to endorse the Draft Central Coast Airport Masterplan for public exhibition and seek feedback on the proposed Porters Creek Wetland Stewardship site.

The strategic objective for the airport is to develop it into a regional general aviation hub, serving the Central Coast, as well as the metropolitan Sydney and Hunter regions. The draft masterplan allows for the opportunity to expand employment activities, encourage greater tourism and has been developed in consideration of the important ecological constraints surrounding the airport lands and Warnervale Employment Zone.

The westernmost portion of this Precinct (adjoining Hue Hue Road) will remain as large lot rural development. This precinct is largely zoned R5 – Large Lot Residential. A small pocket of land which is well located on the M1-Sparks Road Interchange and well buffered from adjoining rural-residential uses has been identified for future employment.

Given the small size of land parcels and fragmented ownership in Bruce Crescent, it may be difficult to convert these lands for employment purposes. This land use outcome would be reliant on employment land values being significantly higher than rural-residential use.

Objectives:

- Foster appropriate employment opportunities complementary to the objectives of the Wyong Employment Zone and the land conditions;
- Resolve infrastructure contributions and biodiversity offsets, including biodiversity certification;
- Promote infrastructure development in northern areas of the precinct to manage flooding constraints and enable development.
- Encourage complementary employment opportunities consistent with the Airport use and the Masterplan for these lands;
- Recognise the Porters Creek Wetland as a significant environmental value for Warnervale and the region more broadly and enable passive recreation uses where they protect the integrity of these lands;
- Create a shared path network from the town centre to the Wyong Employment Zone, Lake Haven and Wadalba.
- Retain the rural residential precinct in the western portion of the precinct. Future employment uses are to ensure appropriate buffers to adjoining residential areas and minimise land use conflict.

5.0 The Structure Plan



Figure 50 - Precinct 1 Wyong Employment Zone

Core Precinct

Stage 1:

1. Vegetation control and power pole removal (underway)
2. Site grading and perimeter road construction
3. ARO/Facilities management relocation (future location TBC)
4. Runway End Safety Area (RESA)
5. Code 2B runway upgrade including full-length parallel taxiway upgrade (widened to be 23 meters, with a runway length remaining at 1200 meters)

Stage 1:

6. Existing Central Coast Aero club (CCAC)
7. Automated Weather Station (AWS) safeguarding
8. Relocated CCAC

Stage 2:

9. Instrument procedure design and installation
10. Apron expansion for Patient Transfer Facilities

Figure 51 - Draft Central Coast Airport Master Plan (as exhibited)



5.6.2 Precinct 2 – Warnervale Village

Overview

This Precinct is located adjacent Warnervale Station and is proposed to be one of two local centres in Warnervale (see **Figure 52**). With the upscaling of this centre from a neighbourhood centre to a local centre, there is an opportunity to provide a mix of low and medium density housing supported by complementary retail, educational and recreational land uses.

This Precinct will transition to a mixed-use centre where people can access everyday needs within a short walk or cycle from where they live. This will allow a greater number of residents and workers to reside within walking distance of a busy hub of shops, restaurants and open spaces around the rail station.

Land to the east of the rail line is earmarked for Warnervale Business Precinct and indoor recreation centre. The principal components of the proposed indoor recreation centre are aquatic facilities and indoor sports courts to provide a range of passive and active recreational needs, as well as leisure needs with a recreational focus.

The Business Precinct is subject to a future masterplan which will consider the highest and best use for the site. The masterplan will seek to stimulate the economy and provide a diverse range of jobs for the local community.

Council have recently come into ownership of land known as 'Precinct 7a.' This land is located to the south of Warnervale Station. It is intended to re-establish the site as a wetland with opportunities for passive recreation. Council will undertake community consultation and a masterplan will be developed from the consultation.

The floodplain and endangered ecological community areas occupy a significant portion of this precinct. Whilst not entirely accessible to the public, it will be visually prominent from the residential areas and development should be sited to maximise views towards these attractive natural open space areas.

Objectives

- Establish the 'local centre' status of this precinct;
- Protect key road networks and thoroughfare pathways through the precinct;
- Advocate for improvements to the existing Warnervale Rail Station;
- Encourage medium density infill development within walking distance to Warnervale Village and Station;
- Provide a safe and efficient system of roads and pathways for vehicular, pedestrian and cycle movements;
- Provide a range of shopping, dining, entertainment, health and personal services so people can walk to a variety of services and facilities to meet their daily and weekly needs;
- Encourage ground floor shops and other active uses to activate the street frontage;
- Provide a range of residential development densities and housing types to cater for various and changing demographics;
- Develop and finalise the masterplan for the Business Precinct.

LEGEND

Housing		Low Density Residential
		Medium Density Residential
		Rural Residential
Employment		Local Centre/ Business
		Employment/ Industrial Land
Health		Health and Medical/ Aged Care
		Hospital
Education		Schools (Public/ Private)
		Existing / Proposed School
Recreation		Open Space and Recreation
		Existing / Proposed Recreation (Sportsground)
		Existing / Proposed Recreation (Playspace)
		Existing / Proposed Community Facility
		Proposed Aquatic Centre
Environmental		Environmental Corridor
		Hydrology/ Potential Environmental Corridor
Infrastructure		Infrastructure
		Existing / Proposed Signalised Intersection
		Existing / Proposed Non-signalised Intersection
Other		Greater Warnervale Structure Plan Study Area
		Investigation Area for Future Employment/ Housing
		Future Masterplan Area
		Area Subject to Place Plan
		Proposed Road for Investigation
		Local Centre
		Warnervale Railway Station
		Central Coast Airport



Figure 52 - Precinct 2 Warnervale Village

5.6.3 Precinct 3 – Wallarah Residential

Overview

This Precinct includes the locality around Bruce Crescent, Wallarah which is currently utilised for large-lot residential development and is not serviced by water and sewer infrastructure (see Figure 53). The long-term vision for this Precinct will evolve following further investigations into the capacity of the land and connection to supporting infrastructure. The scope of these assessments is outside the capacity of a Structure Plan, however it is important to identify that this area is strategically located, and will be considered for further investigation.






This Precinct is one of the few remaining greenfield areas and provides significant opportunity for residential housing to accommodate population growth. It is earmarked for low density residential development. Dwellings are likely to be low rise and may include single detached houses. Retail demand by new residents will also require the provision of neighbourhood shops located in a central location.

Planning for development in this precinct will place a priority on protecting environmental corridors, together with ensuring flooding and bushfire hazards are accounted for in local planning.

Objectives

- Undertake further investigations for this Precinct to determine servicing capacity and needs within the context of the Study Area;
- Identify and preserve biodiversity corridors;
- Investigate opportunities to improve connections to Precinct 2 – Warnervale Village and Precinct 4 - Warnervale Local Centre so that people can easily move between homes, jobs, shopping and recreation areas.
- Investigate opportunities for a pedestrian crossing from Precinct 3 to Precinct 4 to improve access to the local centre;

LEGEND

Housing		Low Density Residential
		Medium Density Residential
		Rural Residential
Employment		Local Centre/ Business
		Employment/ Industrial Land
Health		Health and Medical/ Aged Care
		Hospital
Education		Schools (Public/ Private)
		Existing / Proposed School
Recreation		Open Space and Recreation
		Existing / Proposed Recreation (Sportsground)
		Existing / Proposed Recreation (Playspace)
		Existing / Proposed Community Facility
		Proposed Aquatic Centre
Environmental		Environmental Corridor
		Hydrology/ Potential Environmental Corridor
Infrastructure		Infrastructure
		Existing / Proposed Signalised Intersection
		Existing / Proposed Non-signalised Intersection
Other		Greater Warnervale Structure Plan Study Area
		Investigation Area for Future Employment/ Housing
		Future Masterplan Area
		Area Subject to Place Plan
		Proposed Road for Investigation
		Local Centre
		Warnervale Railway Station
		Central Coast Airport

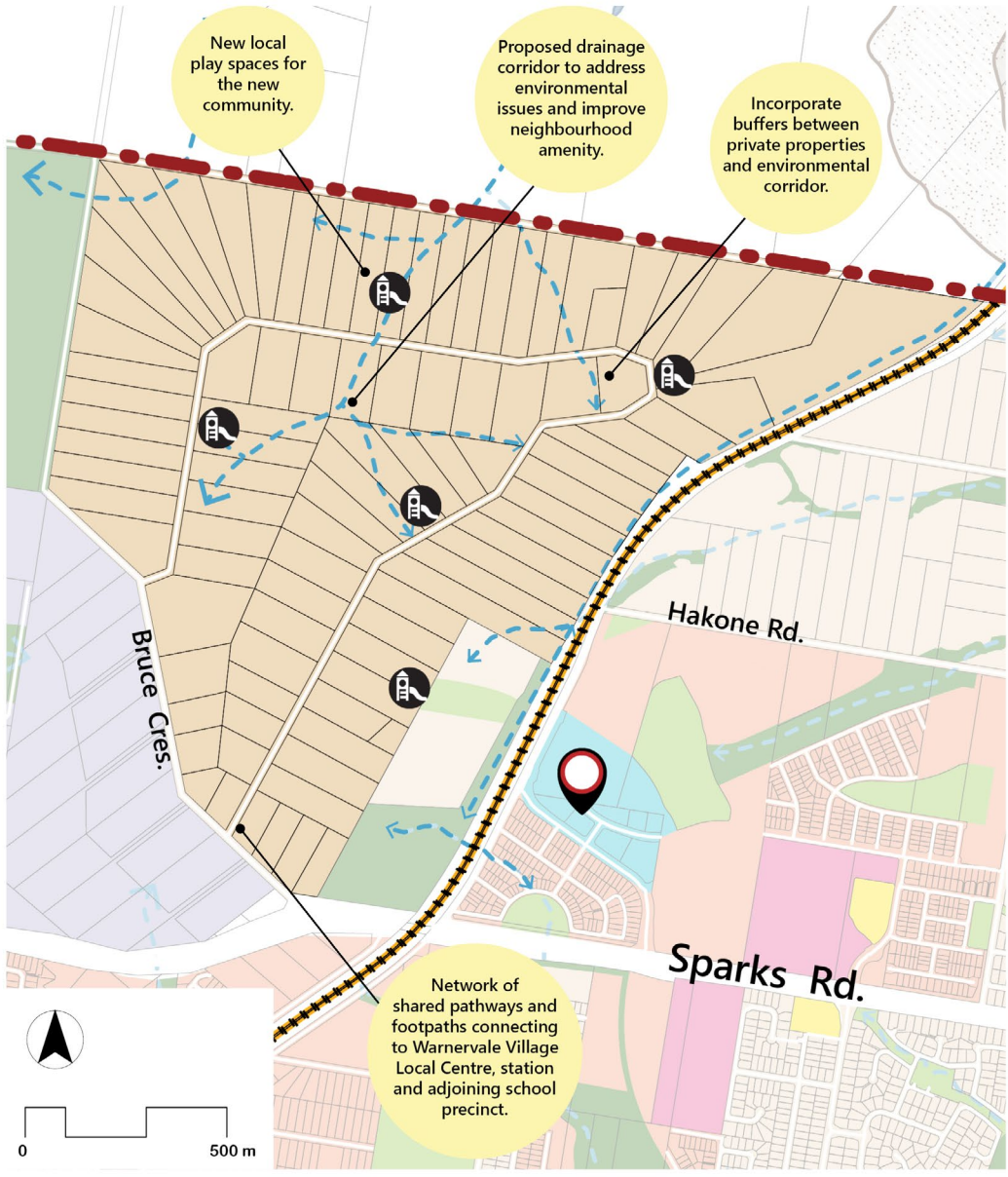


Figure 53 - Precinct 3 - Wallarah

5.6.4 Precinct 4 – Warnervale Local Centre

Warnervale Local Centre will become the second local centre for the Study Area and provide a mix of residential, commercial, civic, recreation and community facilities (see Figure 54). This Precinct will transition to a mixed-use local centre where people can access everyday needs within a 15-minute walk or cycle from where they live. This outcome will allow a greater number of residents and workers to be located within walking distance of a local centre and Warnervale Rail Station for more regional transit.

The undeveloped area to the east of the railway line is zoned with the intention of being the retail/commercial core. It will include a supermarket and provide for everyday retail and service needs. This central location allows for good connections to the large open space area proposed at Hilltop Park, provides opportunity for higher densities surrounding the centre and will transition through to the residential lands to the east that are already developed. Transition between built forms should be graduated at height and scale, with generous separation provided to promote amenity to future occupants. Regional view lines should not be dominated by out of scale developments, and development should not dominate the park or conservation lands. Opportunities exist for increased density surrounding the park and service/commercial areas with active street frontages, ground floor level interaction with the public domain, good networks of pedestrian activity throughout the local centre with loading and service areas oriented to the west away from areas of high activity and amenity.

Clear and convenient active transport movement networks are to be provided throughout the local centre, with a focus on movements directed to the public open space areas. Students, teachers and parents will be encouraged to walk or cycle to the school in this precinct to alleviate traffic congestion.

Commercial and service/community developments are to ensure the ground floor/pedestrian level are active spaces that provide a high level of amenity to the public domain. Quality urban forms are to present to the active areas of the local centre, to both the south and east as a focus.

Land with an interface to Sparks Roads include residential zoned lands and education facilities. Sparks Road is a classified road and provides regional connection from the M1 through to coastal towns to the east and north. Controlled intersections at Woongarra and Minnesota Road along Sparks Road assist with managing this through traffic with local movements.

Sparks Road does create a barrier to pedestrian movement in a north south direction across the Study Area. For this reason, the former Town Centre has been downgraded to a local centre, to facilitate another local centre around the existing railway station. Two smaller local centres fosters greater serviceability across the Study Area for the locality.

Land to the west of the railway line is earmarked for investigation for residential purposes following the cancellation of the North Warnervale railway station. These lands are isolated from the Local Centre and connection to services may prove difficult for these

reasons. The lands would be best utilised by the State Government owners for additional housing where servicing provision can be established.

Hilltop Park will provide a large district scale play space for the community and connect the residential zoned lands in the east of the precinct to the commercial zoned lands in the west. A biodiversity corridor connects Hilltop Park to Precinct 7 – Woongarra.

At the time of preparing this Structure Plan, a State Significant Development Application for a neighbourhood shopping centre within this Precinct was under assessment. It includes a Woolworths supermarket with specialty retail and commercial uses (SSD-59074487). This forms the lower portion of the E1 zoned land and the remainder of the land is undeveloped. With the change to the format of the local centre, residential development at medium/high density would be supported in this location (see hatched area of Structure Plan).




























Future development of Warnervale Local Centre must incorporate the obligations to biodiversity specified through the biodiversity certification of the site.

Objectives

- Establish the 'local centre' status of this precinct, recognising the need for two local centres within the Study Area to service Warnervale;
- Housing delivery to foster greater diversity in housing stock and provide opportunities for high/medium density development concentrated around the centre and hilltop park;
- Design buildings to bring activity and interest to the street and lower levels of buildings;
- Employment lands to facilitate everyday services for surrounding residential lands as well as providing community services;

- Non-residential development should demonstrate clear connection to the movement networks in the centre, the district park, and provide active frontages at the pedestrian level;
- Open space and recreation areas to serve as a district scale play space;
- Protect key road networks, intersections and thoroughfare pathways through the precinct, to focus on connection within the centre and convenient access to the broader Study Area;
- Investigate potential pedestrian crossing to connect to Warnervale Village / Station.
- Build amenity and increase density around the future open spaces and natural corridors.
- Undertake a master planning process for the remaining undeveloped land.
- Update Central Coast Development Control Plan Chapter 4.1 Warnervale Town Centre.

LEGEND

Housing		Low Density Residential
		Medium Density Residential
		Rural Residential
Employment		Local Centre/ Business
		Employment/ Industrial Land
Health		Health and Medical/ Aged Care
		Hospital
Education		Schools (Public/ Private)
		Existing / Proposed School
Recreation		Open Space and Recreation
		Existing / Proposed Recreation (Sportsground)
		Existing / Proposed Recreation (Playspace)
		Existing / Proposed Community Facility
		Proposed Aquatic Centre
Environmental		Environmental Corridor
		Hydrology/ Potential Environmental Corridor
Infrastructure		Infrastructure
		Existing / Proposed Signalised Intersection
		Existing / Proposed Non-signalised Intersection
Other		Greater Warnervale Structure Plan Study Area
		Investigation Area for Future Employment/ Housing
		Future Masterplan Area
		Area Subject to Place Plan
		Proposed Road for Investigation
		Local Centre
		Warnervale Railway Station
		Central Coast Airport

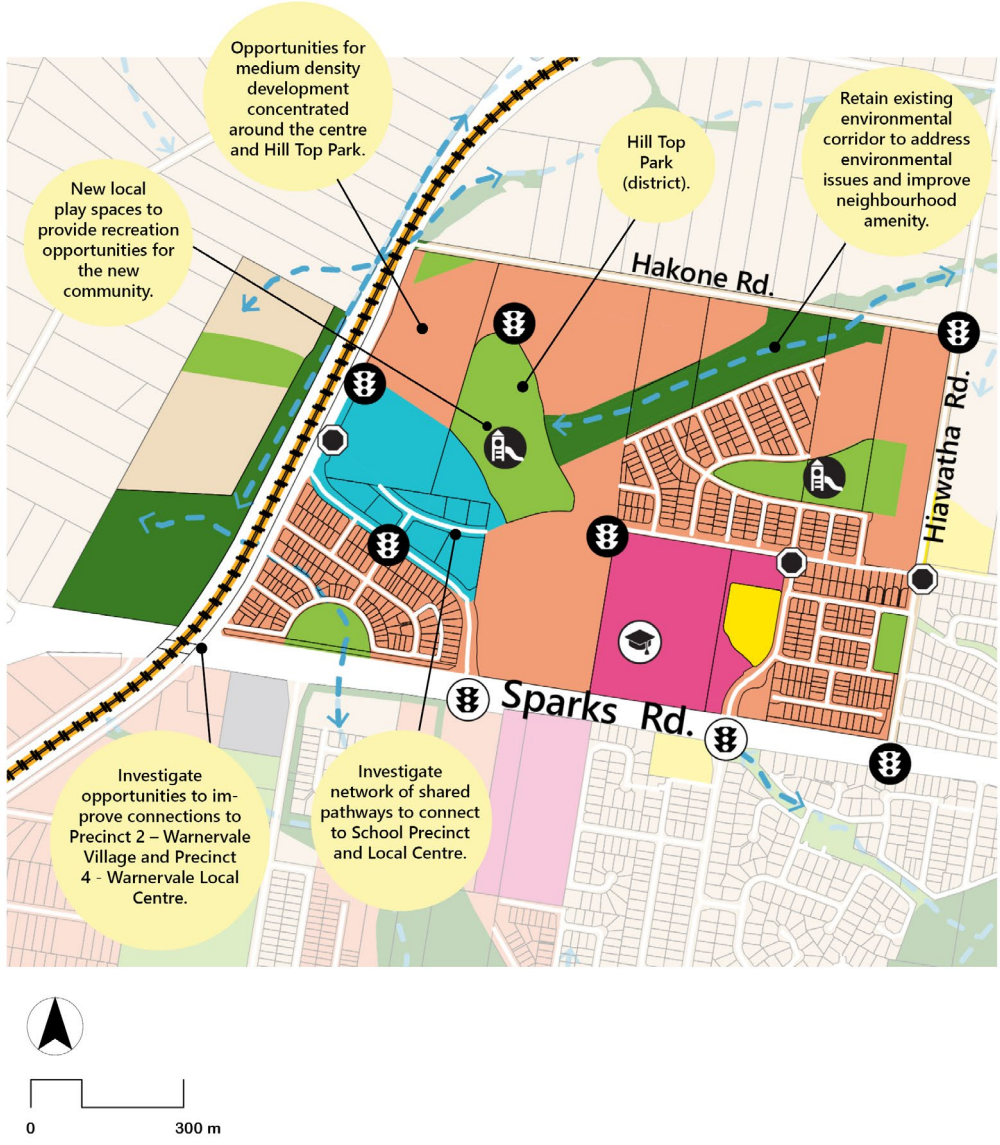


Figure 54 - Precinct 4 - Warnervale Local Centre

5.6.5 Precinct 5 – Wadalba Residential

This Precinct is supported by local amenities (supermarkets and specialty shops), education (Wadalba Community School and Tacoma Public School) and recreation uses (Wadalba Sports Complex and Skate Park) (see **Figure 55**).

The majority of this precinct is already zoned R2 Low Density Residential and has either been developed or received development/subdivision approval. Future projected growth is expected to take the form of detached housing.

The southern portion of the precinct, commonly known as Wadalba South urban release area, contains areas of high ecological and visual amenity. Future development will be partially surrounded and bisected by nature and landscaping to create a healthy built environment. The rezoning of this land from RU6 Rural Transition to R2 Low Density Residential became effective in July 2021. At the time of preparing this plan, the following matters are being resolved for Wadalba South release area:

- Biodiversity constraints;
- Servicing infrastructure;
- Structure plan configuration.

Planning for this area will focus on protecting environmental corridors whilst ensuring flooding and bushfire hazard is managed. The creation of nominated green corridors and protection of coastal wetlands are all key principles to enhance the ecological and visual qualities of this area so they can be enjoyed by all.

The provision of open space areas and natural parkland will range from small formalised local parks including play equipment, shade structures and seating to natural parkland incorporating grassland, existing trees and regenerated bushland areas. An area has been identified for a large park with sporting facilities on the southern side of Jensen Road. Dedicated bicycle and pedestrian networks are to connect the open spaces to ensure accessibility and amenity for all residents.

























It is envisioned that there will be a network of shared pathways/footpaths incorporated along connector roads and along key desire lines, in particular between Wadalba Local Centre and the school precinct. The Warnervale District Contribution Plan proposes to deliver the following community facilities in Precinct 5:

- Wadalba Community Centre sited on the Wadalba Community School site.
- Additional multi-purpose centre in south and east Wadalba Central.

Objectives

- Ensure new development incorporates appropriate buffers between private properties and biodiversity corridors;
- Provide new local play spaces, sporting fields and other community facilities to service the future residential population;
- Protect areas of high ecological and visual amenity;
- Provide a mix of open space areas ranging from small formalised local parks to natural parkland incorporating grassland, existing trees and regenerated bushland areas.
- Encourage subdivision design of high quality, which controls and mitigates the potential environmental impacts arising from development;
- Provide safe and convenient pedestrian and cycleway networks to areas such as the shops, schools and sportsfields;
- Manage flood impacts by ensuring negligible impact on adjoining property or infrastructure and ensure an adequate interface between subdivision infrastructure and the flood plain;

LEGEND

Housing	 Low Density Residential
	 Medium Density Residential
	 Rural Residential
Employment	 Local Centre/ Business
	 Employment/ Industrial Land
Health	 Health and Medical/ Aged Care
	 Hospital
Education	 Schools (Public/ Private)
	 Existing / Proposed School
Recreation	 Open Space and Recreation
	 Existing / Proposed Recreation (Sportsground)
	 Existing / Proposed Recreation (Playspace)
	 Existing / Proposed Community Facility
	 Proposed Aquatic Centre
Environmental	 Environmental Corridor
	 Hydrology/ Potential Environmental Corridor
Infrastructure	 Infrastructure
	 Existing / Proposed Signalised Intersection
	 Existing / Proposed Non-signalised Intersection
Other	 Greater Warnervale Structure Plan Study Area
	 Investigation Area for Future Employment/ Housing
	 Future Masterplan Area
	 Area Subject to Place Plan
	 Proposed Road for Investigation
	 Local Centre
	 Warnervale Railway Station
	 Central Coast Airport

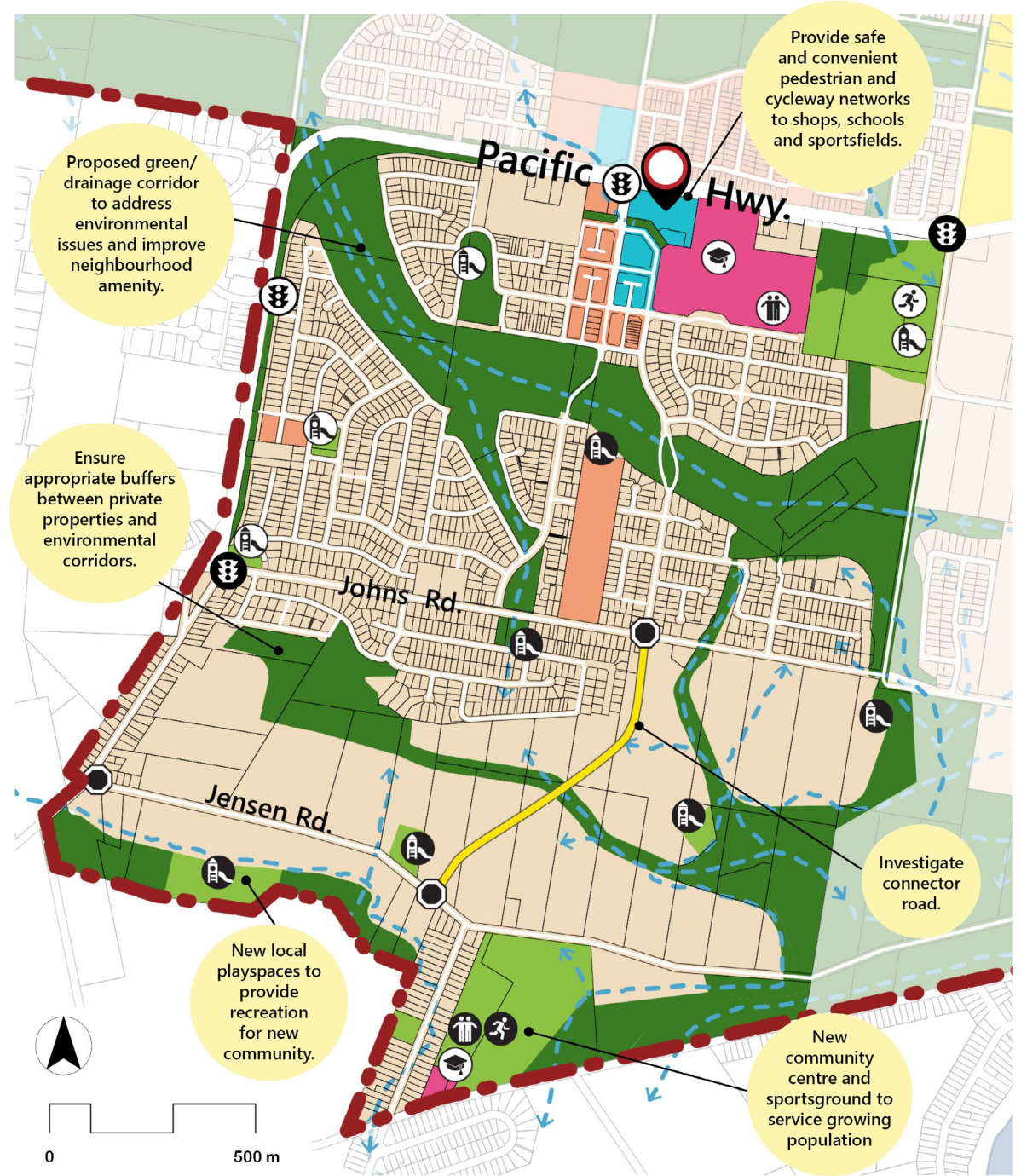


Figure 55 - Precinct 5 - Wadalba Residential

5.6.6 Precinct 6 – Hamlyn Terrace Residential

Precinct 6 is located south of the proposed Warnervale Local Centre and east of Warnervale Village and Station (see **Figure 56**). The majority of this land is zoned a combination of R1 General Residential and R2 Low Density Residential, which presents opportunities for both low to medium density housing. Whilst already partially developed, this precinct will provide further opportunities for infill development through increased densities and housing diversity. The majority of this precinct is developed or has recent approvals which means achieving the residential densities in CCRP 2041 are likely to be unachievable.

This precinct adjoins Sparks Road which is identified as a future key transit corridor in CCRP 2041, connecting Warnervale to Toukley and Tuggerah, Wyong and Lake Munmorah via the Pacific Highway. Opportunities exist for increased residential densities along this key corridor should TfNSW invest in a multi-modal corridor for active and public transport. However, some of these opportunities might be difficult to achieve in short or medium term, as much of this area has recently been developed or granted subdivision approval.

There has recently been a small surge in small-lot housing and it is evident that there is growing demand and acceptance of a greater housing mix in release areas. Subject to a review of infrastructure and servicing capacity, the potential exists to achieve higher residential densities and therefore residential housing targets.

Planning for development in this precinct will place a priority on protecting the Warnervale floodplain to the south and environmental corridors, whilst ensuring flooding and bushfire hazards are managed.

Objectives

- Ensure new development incorporates appropriate buffers between private properties and biodiversity corridors;
- Investigate opportunities for medium density residential options in new release areas and existing low density residential areas in high amenity locations, close to schools, shops, public transport;
- Ensure existing and future dwellings are within a 400m radius to small scale playground facilities;
- Develop a network of shared pathways and footpaths to connect to Wadalba Local Centre;
- Investigate opportunities to purchase land within the Warnervale floodplain for environmental conservation and stormwater management;
- Establish, protect and ensure ongoing management of the environmental corridors;

LEGEND	
Housing	<ul style="list-style-type: none"> Low Density Residential Medium Density Residential Rural Residential
Employment	<ul style="list-style-type: none"> Local Centre/ Business Employment/ Industrial Land
Health	<ul style="list-style-type: none"> Health and Medical/ Aged Care + Hospital
Education	<ul style="list-style-type: none"> Schools (Public/ Private) Ⓜ Existing / Proposed School
Recreation	<ul style="list-style-type: none"> Open Space and Recreation Ⓜ Existing / Proposed Recreation (Sportsground) Ⓜ Existing / Proposed Recreation (Playspace) Ⓜ Existing / Proposed Community Facility Ⓜ Proposed Aquatic Centre
Environmental	<ul style="list-style-type: none"> Environmental Corridor Hydrology/ Potential Environmental Corridor
Infrastructure	<ul style="list-style-type: none"> Infrastructure Ⓜ Existing / Proposed Signalised Intersection Ⓜ Existing / Proposed Non-signalised Intersection
Other	<ul style="list-style-type: none"> Greater Warnervale Structure Plan Study Area Investigation Area for Future Employment/ Housing Future Masterplan Area Area Subject to Place Plan Proposed Road for Investigation Ⓜ Local Centre Ⓜ Warnervale Railway Station Ⓜ Central Coast Airport

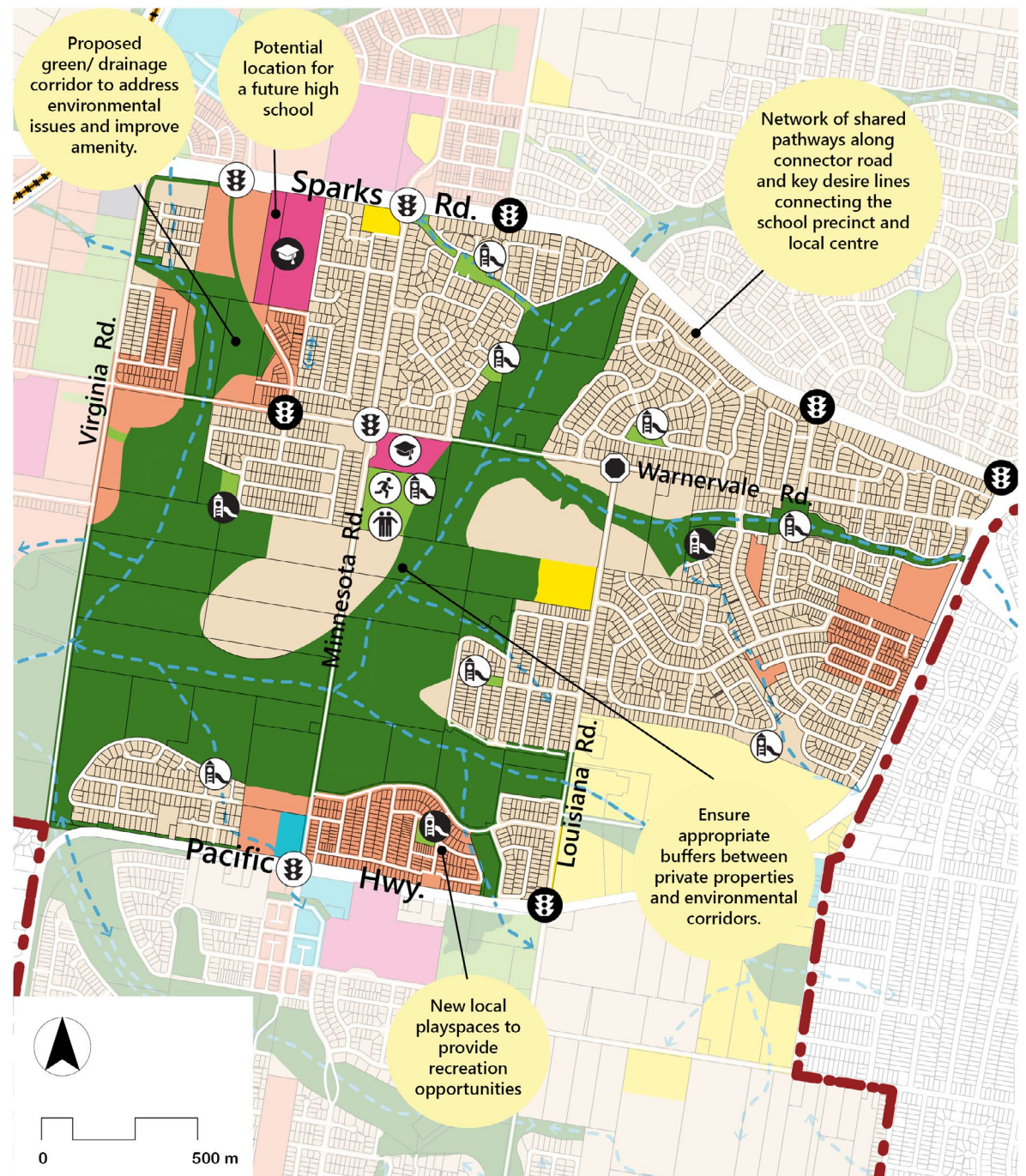


Figure 56 - Precinct 6 - Hamlyn Terrace

5.6.7 Precinct 7 – Woongarra Residential

The land to the north-east of the Warnervale Local Centre is currently utilised for large lot rural-residential housing (see **Figure 57**). Given the site's proximity to Warnervale Local Centre and large amount of undeveloped land, there is the potential for this area to become a greenfield residential release area and accommodate significant residential growth.

A key constraint in this precinct is the ability to service the land and manage potential odour issues from the Charmhaven Sewage Treatment Plant (STP). Accordingly, this precinct is earmarked as "long term." The northern portion of the precinct has been identified as subject to further investigation. Pending further odour studies and refinement of the odour buffer zone, this land may be suitable for residential or employment purposes.

As per Council's Current Development Servicing Plan 2019, a Council regional sewer pump station will be required further north to the nominated area and discharge into the Council sewage treatment plant (STP). As part of future rezonings, proponents will be required to prepare a water and sewer servicing strategy to further investigate servicing options.

Planning for development in this precinct will place a priority on protecting environmental corridors, together with ensuring flooding and bushfire hazards are accounted for in local planning.

Objectives

- Identify an appropriate odour buffer area and measures to mitigate odour impacts;
- Ensure new development incorporates buffers between private properties and biodiversity corridors;
- Develop a network of shared pathways and footpaths along key desire lines and connector roads;
- Expand the Woongarra sportsground to cater for future population growth;
- Deliver new local play spaces to provide recreation opportunities close to where people live;

LEGEND	
Housing	<ul style="list-style-type: none"> Low Density Residential Medium Density Residential Rural Residential
Employment	<ul style="list-style-type: none"> Local Centre/ Business Employment/ Industrial Land
Health	<ul style="list-style-type: none"> Health and Medical/ Aged Care + Hospital
Education	<ul style="list-style-type: none"> Schools (Public/ Private) Ⓜ Existing / Proposed School
Recreation	<ul style="list-style-type: none"> Open Space and Recreation Ⓜ Existing / Proposed Recreation (Sportsground) Ⓜ Existing / Proposed Recreation (Playspace) Ⓜ Existing / Proposed Community Facility
Environmental	<ul style="list-style-type: none"> Environmental Corridor Hydrology/ Potential Environmental Corridor
Infrastructure	<ul style="list-style-type: none"> Infrastructure Ⓜ Existing / Proposed Signalised Intersection Ⓜ Existing / Proposed Non-signalised Intersection
Other	<ul style="list-style-type: none"> Greater Warnervale Structure Plan Study Area Investigation Area for Future Employment/ Housing Future Masterplan Area Area Subject to Place Plan Odour Buffer Area-1: Sewage Treatment Plant Odour Buffer Area-2: Sewage Treatment Plant Ⓜ Local Centre Ⓜ Warnervale Railway Station Ⓜ Central Coast Airport

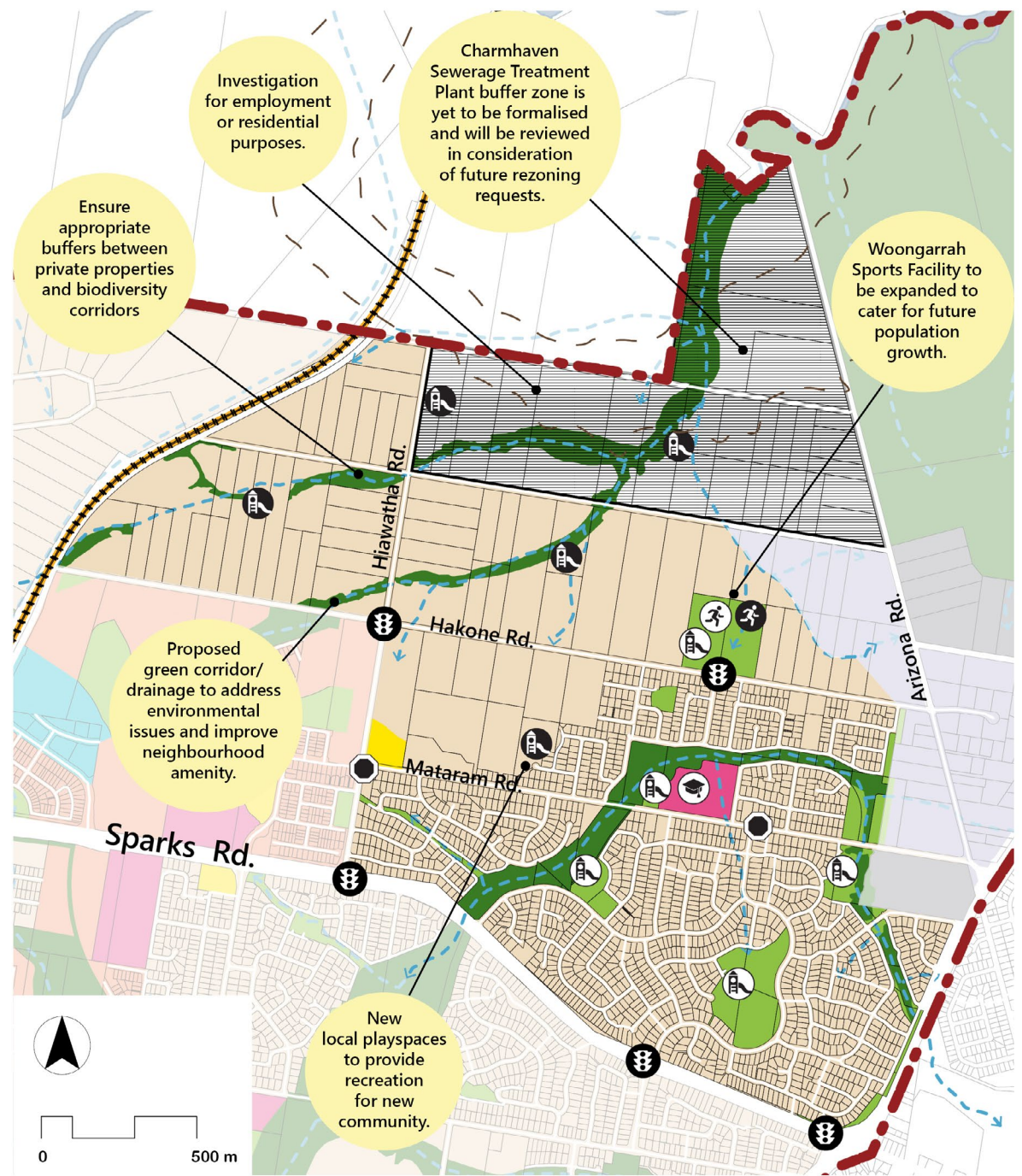


Figure 57 - Precinct 7 - Woongarrah Residential

5.6.8 Precinct 8 – Wadalba East Residential

The greenfield areas to the east of Wadalba Local Centre will provide significant opportunity for residential housing to accommodate population growth (see **Figure 58**). The majority of this land is currently zoned RU6 Rural Transition and is earmarked for low density residential. Future growth will likely take the form of low density detached housing.






This precinct contains significant core habitat and remnant endangered ecological communities. This warrants more detailed ecological investigation to determine the conservation and development potential of the precinct. The scope of these assessments is outside the capacity of a Structure Plan, however it is important to identify that this precinct is strategically located, and will be considered for further investigation

This area will serve to support local commercial and employment precincts, including scope for a future Wadalba East Community Centre.

Objectives

- Deliver a new local play space to provide recreation opportunities for the community;
- Identify opportunities for a network of shared pathways and footpaths along key corridors connecting to the school precinct and local centre in Wadalba;
- Identify opportunities to restore and connect biodiversity corridors to connect ridgeline habitat to downstream wetlands.

LEGEND

Housing	 Low Density Residential
	 Medium Density Residential
	 Rural Residential
Employment	 Local Centre/ Business
	 Employment/ Industrial Land
Health	 Health and Medical/ Aged Care
	 Hospital
Education	 Schools (Public/ Private)
	 Existing / Proposed School
Recreation	 Open Space and Recreation
	 Existing / Proposed Recreation (Sportsground)
	 Existing / Proposed Recreation (Playspace)
	 Existing / Proposed Community Facility
	 Proposed Aquatic Centre
Environmental	 Environmental Corridor
	 Hydrology/ Potential Environmental Corridor
Infrastructure	 Infrastructure
	 Existing / Proposed Signalised Intersection
	 Existing / Proposed Non-signalised Intersection
Other	 Greater Warnervale Structure Plan Study Area
	 Investigation Area for Future Employment/ Housing
	 Future Masterplan Area
	 Area Subject to Place Plan
	 Proposed Road for Investigation
	 Local Centre
	 Warnervale Railway Station
	 Central Coast Airport

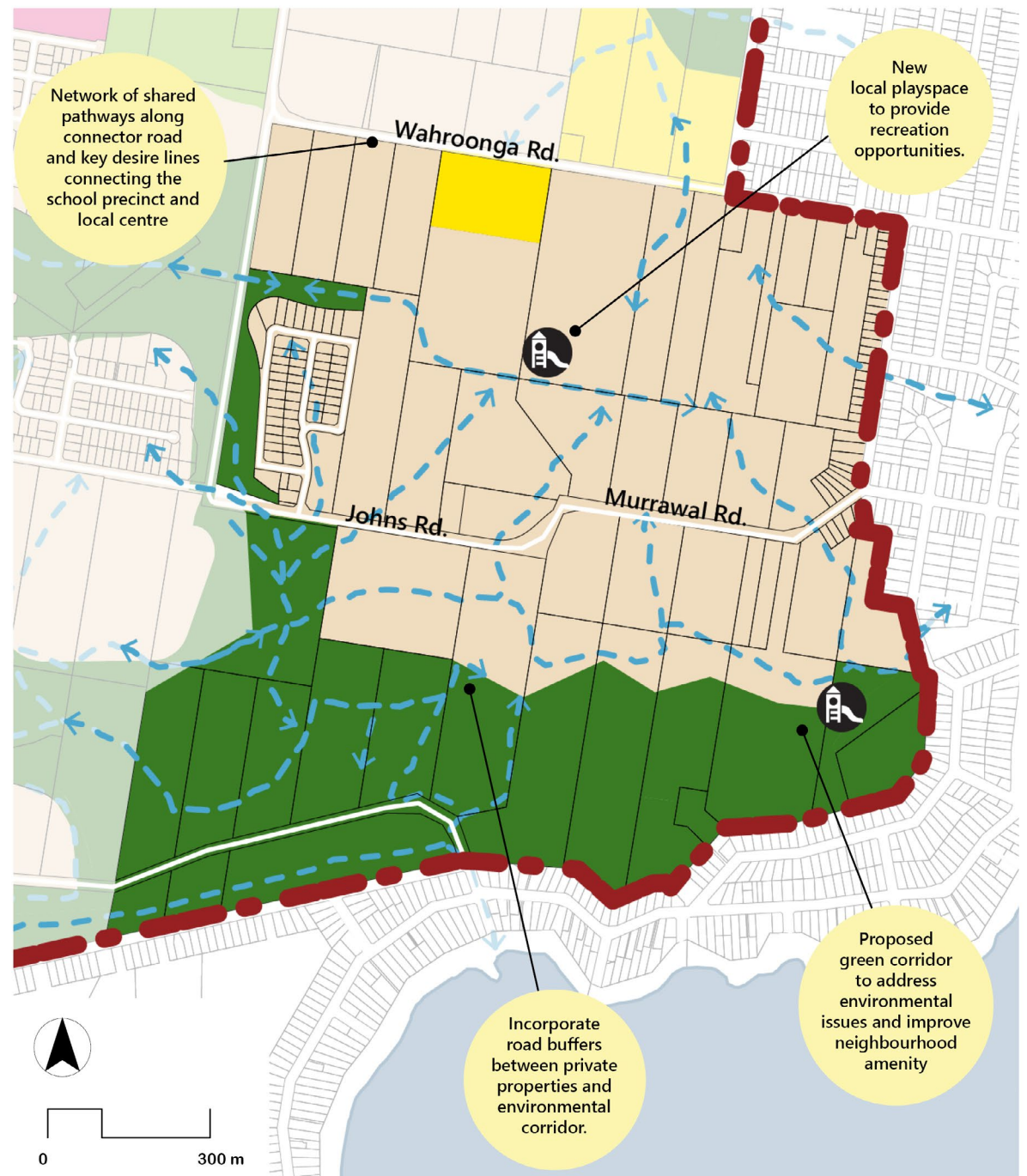


Figure 58 - Precinct 8 -Wadalba East Residential

5.6.9 Precinct 9 – Health and Medical

Precinct 9 is planned to develop into a health and medical precinct centred around Wyong Hospital which continues to develop and expand as the regional hospital for the north of the Central Coast (see Figure 59). To the south and east of the Hospital is a growing Health Precinct, which will provide a range of supporting health functions to service the region.

A significant portion of the precinct is proposed to include public and commercial health-related uses, including aged care and key workers housing to support essential works.












The southern portion of the precinct contains existing aged care and seniors living developments. This retirement living is able to leverage against the close proximity of the Hospital and Health Precinct to the north, as well as the existing Wadalba Local Centre to the west. Opportunities to promote low density residential and affordable housing in suitable locations on public transport networks may be explored.

Planning for this area will focus on protecting environmental corridors and ensuring flood and bushfire hazards are managed. The area also has potential for Aboriginal cultural heritage, which will be identified and appropriately managed through the planning process.

Objectives

- Develop Precinct 9 as a health and medical precinct;
- Increase the width of future biodiversity corridors and establish corridor connection to wetland which is bisected by the Pacific Highway;
- Encourage residential aged care facilities near the hospital to enable the ageing population to stay in their community, with easy access to public transport and health services;
- Explore opportunities for low density residential and affordable housing in suitable locations near public transport;
- Connect areas of remnant vegetation and endangered ecological communities (EEC).

LEGEND

Housing	 Low Density Residential
	 Medium Density Residential
	 Rural Residential
Employment	 Local Centre/ Business
	 Employment/ Industrial Land
Health	 Health and Medical/ Aged Care
	 Hospital
Education	 Schools (Public/ Private)
	 Existing / Proposed School
Recreation	 Open Space and Recreation
	 Existing / Proposed Recreation (Sportsground)
	 Existing / Proposed Recreation (Playspace)
	 Existing / Proposed Community Facility
	 Proposed Aquatic Centre
Environmental	 Environmental Corridor
	 Hydrology/ Potential Environmental Corridor
Infrastructure	 Infrastructure
	 Existing / Proposed Signalised Intersection
	 Existing / Proposed Non-signalised Intersection
Other	 Greater Warnervale Structure Plan Study Area
	 Investigation Area for Future Employment/ Housing
	 Future Masterplan Area
	 Area Subject to Place Plan
	 Proposed Road for Investigation
	 Local Centre
	 Warnervale Railway Station
	 Central Coast Airport

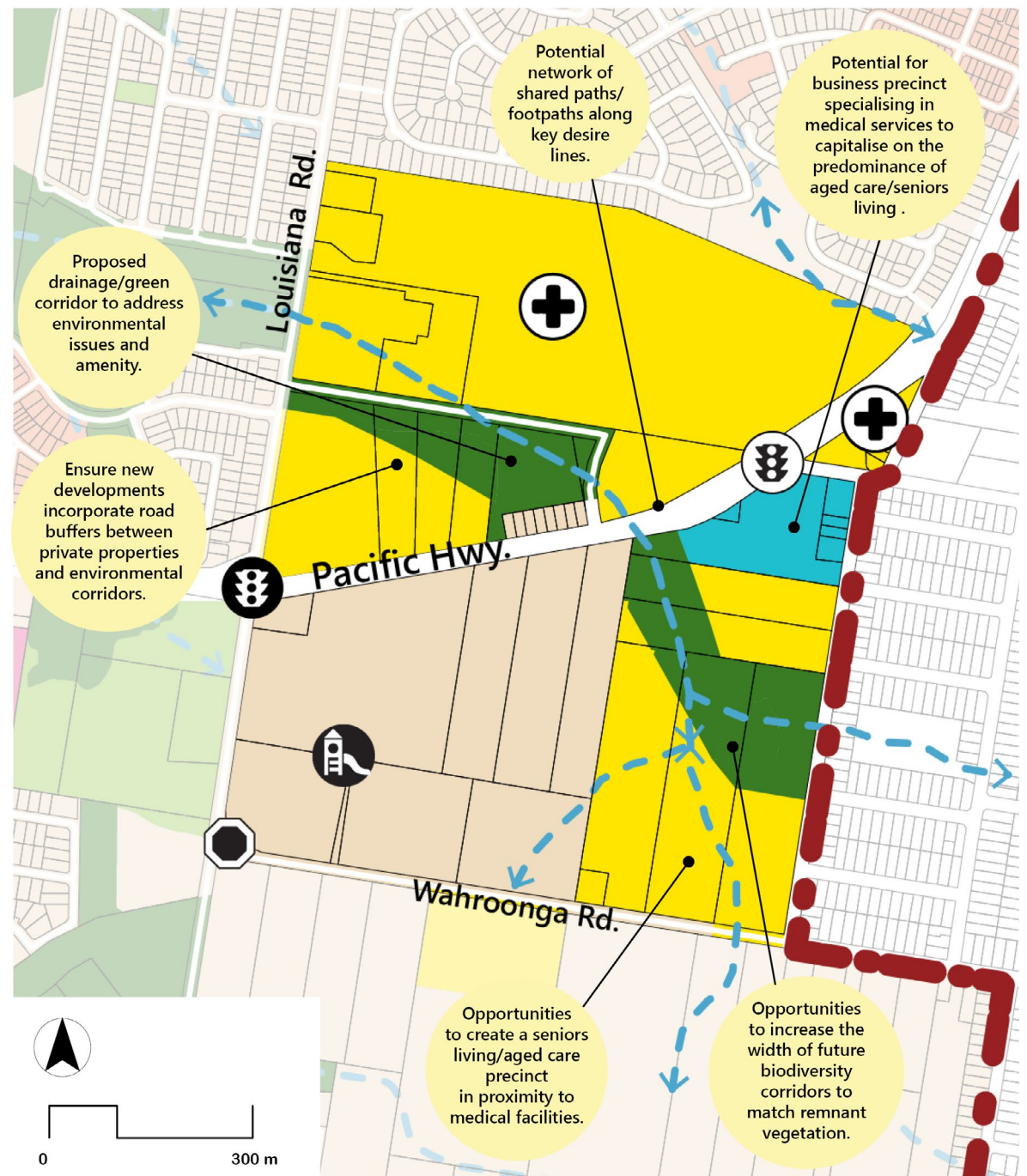


Figure 59 - Precinct 9 – Health and Medical

5.6.10 Precinct 10 – Charmhaven

Precinct 10 is located in the north-west of the Study Area (see **Figure 60**). This precinct is currently utilised for large lot residential and industrial land uses. There is currently one place strategy nomination within this Precinct. The place strategy relates to 176ha of land at Charmhaven. Should a future Place Plan be endorsed, the land use recommendations of this Structure Plan may change. The final recommended land uses in the endorsed Place Plan may also impact future recommend land uses in areas adjoining the Place Plan boundaries.

There have been several rezoning and development proposals within this location over the past 20 years. The majority of the area is now covered by the Charmhaven Place Delivery Strategy.

The new-release area within this Precinct is identified within the CCRP 2041 for Mixed-Use investigation purposes. Due to the prominent location alongside the Pacific Highway, this Precinct has the potential to develop in the long term for employment purposes subject to resolving strategic constraints such as ecology and mining. This change of proposed future use will also require justification from an economic land use perspective. An appropriate mix of residential and/or employment can be determined once land use computability and sewer odour buffer zone planning requirements have been clarified.

The key constraints in this precinct are mining, odour and significant biodiversity constraints. Parts of the western and northern portion of Precinct 10 were revoked from Mine Subsidence Districts (MSD) on 1 July 2017. The eastern part of the precinct is affected by the North Entrance

Swansea MSD. It is recommended that proponents consult with Subsidence Advisory NSW concerning potential constraints. The northern and central portion of Precinct 10 contains significant ecological constraints, in particular *Angophora inopina*.

Sewage collected from connected properties within the Study Area is conveyed to Charmhaven Sewage Treatment Plant (STP) for treatment. Major augmentation works are proposed to Charmhaven STP which have the potential to increase odour generation. Measures are being planned for the upgrade that would reduce odour impacts however uncertainty on the final outcomes of the upgrade with respect to odour will exist until the new works are commissioned.


At the time of preparing this Plan, there is one place strategy nomination within this Precinct. The place strategy relates to 176ha of land at Charmhaven (see Place Plan boundaries in **Figure 60**). The odour buffer zone for Charmhaven STP is yet to be formalised and may need to be increased in size if additional wastewater from this development needs to be treated at Charmhaven STP – particularly with the increased development proposed as part of the Place Plan. Should the Place Plan be finalised, the land use recommendations for this Precinct may change.

One of the recent proposals in this Precinct is a State Significant Development Application for a new independent school catering for 1,500 students in Years K-12 and an Early Learning Centre. This proposal is currently under assessment by the Department of Planning.

Objectives

- Finalise concept design for a major augmentation to Charmhaven Sewage Treatment Plant.
- Determine the most appropriate locations for either employment or residential use once the outcomes of future odour buffer studies, land use compatibility issues (based on recommended land uses) from Place Plans and conservation areas identified by the Central Coast Strategic Conservation Plan are known.

LEGEND

Housing	 Low Density Residential
	 Medium Density Residential
	 Rural Residential
Employment	 Local Centre/ Business
	 Employment/ Industrial Land
Health	 Health and Medical/ Aged Care
	 Hospital
Education	 Schools (Public/ Private)
	 Existing / Proposed School
Recreation	 Open Space and Recreation
	 Existing / Proposed Recreation (Sportsground)
	 Existing / Proposed Recreation (Playspace)
	 Existing / Proposed Community Facility
Environmental	 Environmental Corridor
	 Hydrology/ Potential Environmental Corridor
Infrastructure	 Infrastructure
	 Existing / Proposed Signalised Intersection
	 Existing / Proposed Non-signalised Intersection
Other	 Greater Warnervale Structure Plan Study Area
	 Investigation Area for Future Employment/ Housing
	 Future Masterplan Area
	 Area Subject to Place Plan
	 Odour Buffer Area-1: Sewage Treatment Plant
	 Odour Buffer Area-2: Sewage Treatment Plant
	 Local Centre
	 Warnervale Railway Station
	 Central Coast Airport

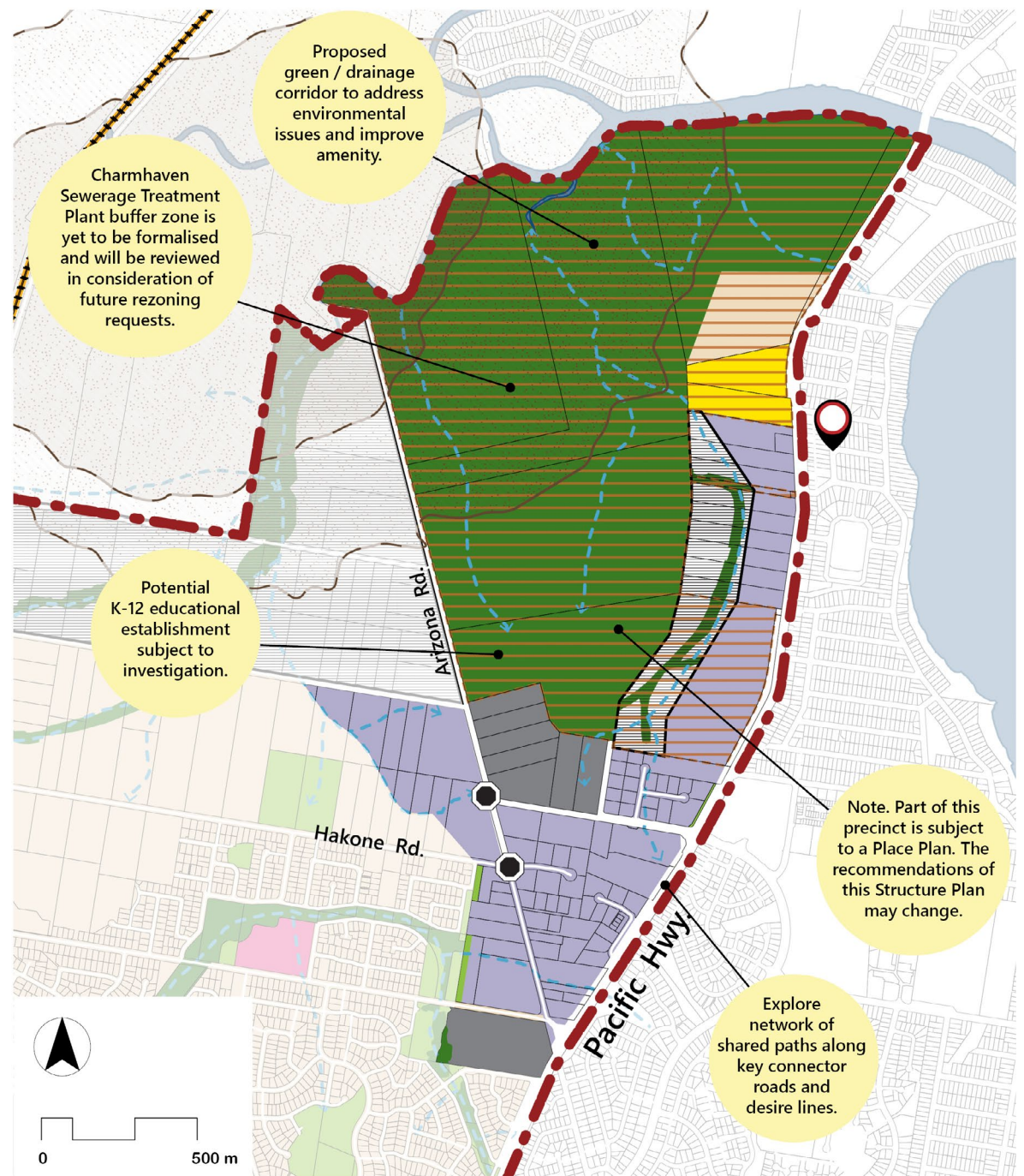


Figure 60 - Precinct 10 – Charmhaven

Chapter 6



6.0 Implementation

Implementation

6.1 Implementation of the Structure Plan

This Structure Plan demonstrates the future land use intent of the Study Area for the next 20 years (2021-2041). It is a high-level framework for assessing future development opportunities in these areas, and for planning proposals to be prepared and progressed. Further planning work is required to deliver the Structure Plan through to implementation.

Key elements of the Structure Plan will be implemented through changes to the planning controls contained in Central Coast Local Environmental Plan 2022 (CCLEP). Current planning controls such as zoning, minimum lot size and building height will need to be amended. This Structure Plan does not amend these controls and Council will continue to work with landowners on precinct-wide rezonings to identify suitable amendments where appropriate.

6.2 Next Steps

Investigation Areas

The Structure Plan identifies land in Precinct 7 as 'subject to further investigation for residential or employment purposes.' These areas warrant more detailed investigation particularly in regard to odour and servicing impacts to more clearly determine appropriate land use and development potential.

Proponent-led Planning Proposals

Implementation of the Structure Plan will occur over many years. The next step is for landowners to submit precinct-wide planning proposals that respond to this Structure Plan, including the opportunities and principles outlined in earlier chapters, priorities for each precinct and infrastructure requirements.

A planning proposal may request to amend the zoning of land or development standards contained within CCLEP (such as height of buildings, floor space ratio etc).

Precinct-wide planning proposals are encouraged to enable more positive development outcomes for the area by holistically assessing proposals rather than individual spot rezonings. This is consistent with the CCRP 2041 which requires Planning proposals to consider all land within the precinct identified in the regional plan.

The Study Area has many constraints that need to be investigated. A number of technical studies will be required to support planning proposals, relating to traffic and transport, flooding and drainage, contamination and remediation, hazards and risk, open space, social infrastructure, ecology, odour, infrastructure servicing and so on. Council's Strategic Planning Team will work with proponents to identify what supporting documentation is required to support a rezoning.

All planning proposals are required to be publicly exhibited and therefore there will be further opportunity to for the community to provide comment on specific precinct changes.

Once a planning proposal is endorsed and finalised, amendments to planning controls within CCLEP will be made. Such amendments should be consistent with the land use recommendations within this Structure Plan and respond to the findings of the technical studies. It is acknowledged that once detailed technical investigations are undertaken for specific precincts, amendments to the land use strategy may be required. Amendments are acceptable provided they are justified.

6.3 Action Plan

Development Control Plans

As part of future planning proposals, precinct-specific development control plans (DCP) will need to be prepared. These DCP chapters will set out more detailed planning and design guidelines to support the planning controls in the local environmental plan and development within a precinct.

Development / Subdivision Applications

Once a planning proposal is gazetted and amendments to the CCLEP 2022 are made, proponents can submit development and/or subdivision applications for specific sites within the Study Area.

6.3 Action Plan

The realisation of this Structure Plan will require collaboration and commitment of multiple stakeholders over the next 20 years. We have identified actions that will bring these to fruition.

The table below indicates who will lead and support each action and potential timing.

Action ID	Objective	Action	What will success look like	Year	Who (Lead/Partner)
1.1	<i>Determine the suitability of land use zoning</i>	Encourage landowner-initiated precinct scale rezonings in accordance with the staging plan and precinct objectives outlined in the Greater Warnervale Structure Plan.	Precinct wide planning proposals submitted by proponents and subsequent amendments to the Central Coast Local Environmental Plan and Development Control Plan 2022 to implement the required changes.	2024-2027	Council – Strategic Planning / DPHI
2.1	<i>Prioritise housing delivery in areas identified for residential and investigate opportunities for increased density in high amenity locations, close to schools, shops, public transport, open space</i>	Identify suitable locations to expand medium density residential development opportunities by identifying additional land suitable for R1 zoning on transport corridors and high amenity locations when implementing Action 1.1 of the Central Coast Local Housing Strategy.	Land rezoned and housing delivered in high amenity locations.	2024-2027	Council – Strategic Planning
3.1	<i>Coordinate infrastructure, land use and service planning to meet future housing, employment and community needs</i>	Consider the staging plan and proposed land use structure plan in the Greater Warnervale Structure Plan in the next update of Council's Development Servicing Plan (2019).	DSP that considers growth projected to occur in the proposed GWSP precincts.	2024-2025	Council – Assets and Project
4.1	<i>Protect and enhance existing remnant vegetation and biodiversity corridors</i>	Review zoning of local biodiversity corridors when implementing future Precinct based Planning Proposals and rezone conservation lands identified in the future Central Coast Strategic Conservation Plan.	Biodiversity corridors rezoned to environmental / conservation.	2024-2025	Council – Strategic Planning
5.1	<i>Manage and minimise flood risk in the community</i>	Update the Porters Creek Flood Study.	Porters Creek Flood Study completed.	2024-2026	Council – Environmental Management
6.1	<i>Stimulate employment and economic activity with consideration of important ecological constraints surrounding the airport lands and Warnervale Employment Zone</i>	Finalise the master plan for Central Coast Airport.	Master plan completed.	2024-2026	Council - Economic Development and Property

Action ID	Objective	Action	What will success look like	Year	Who (Lead/Partner)
7.1	<i>Stimulate employment and economic activity with consideration of important ecological constraints surrounding the airport lands and Warnervale Employment Zone</i>	Prepare and exhibit a master plan for Warnervale Business Precinct	Master plan completed.	2024-2026	Council - Economic Development and Property
8.1	<i>Provide certainty to the community on the future direction and growth of local centres</i>	Prepare and exhibit a master plan for the undeveloped area of Warnervale Local Centre.	Master plan completed.	2024-2026	Council – Strategic Planning
9.1	<i>Ensure development contributes to the cost of public infrastructure through contribution plans and Planning Agreements</i>	Review and update Warnervale District Development Contributions Plan 2021 and investigate opportunities for planning agreements to deliver public benefits for the growing population.	S7.11 Plan that considers the growth expected to occur in the Study Area.	2024-2027	Council – Strategic Planning
10.1	<i>Ensure adequate supply of schools for the forecast population</i>	Liaise with School Infrastructure NSW to encourage early identification of school sites and maximise opportunities for co-locating recreational facilities and community facilities.	Future school sites secured and delivered in line with population growth.	2024-2027	Council – Strategic Planning / SINSW
11.1	<i>Improve bus and train routes/frequency and in turn encourage a mode shift towards public and active transport</i>	Lobby NSW Government for improvements to the State Road network and improved facilities for Warnervale South Station.	Improvements to the road, rail, active and public transport delivered in line with growth.	2024-2027	Council – Strategic Planning / TfNSW
12.1	<i>Promote health living and ensure adequate supply of sport, recreation, aquatic and open spaces for the growing community</i>	Investigate improvements to existing community parks and sporting facilities to support additional demand created by the Greater Warnervale Structure Plan. Undertake a master plan for 77 & 85 Jensen Road, Wadalba to consider future development of this site for community sport and recreation.	A Council endorsed master plan, to assist with seeking funding sources for the proposed development.	2024-2027	Council – Open Space and Recreation
13.1	<i>Ensure community facilities can meet the needs of existing and future residents</i>	Co-ordinate the delivery of the following community facilities in accordance with Warnervale District Development Contributions Plan 2021: <ul style="list-style-type: none"> Additional district facilities - multi-purpose centre incorporating arts and culture space, youth space, space for children, family, active and healthy lifestyle programs Warnervale Smart Hub (District) - Centre includes library, smart hub/technology centre Additional Local Community Centre - Multi-purpose Centre in South & East Wadalba Central 	Contributions levied under the Warnervale District Contributions Plan and community facilities delivered.	2024-2027	Council – Community and Culture



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