



Central Coast Council

Ordinary Council Meeting

Attachments Provided Under Separate Cover

Monday, 30 November, 2020

Central Coast Council
Attachments provided under separate cover to the
Ordinary Council Meeting
to be held in the Council Chamber,
49 Mann Street, Gosford
on Monday, 30 November 2020,
commencing at 6:30 pm

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Innovation And Futures Reports

5.1 Tuggerah to Wyong Economic Corridor Strategy

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Tuggerah to Wyong

Economic Corridor Strategy



Executive Summary

The Strategy

The Tuggerah to Wyong Economic Strategy (the Strategy) provides a single vision for land located within the Tuggerah to Wyong Economic Corridor (the Corridor).

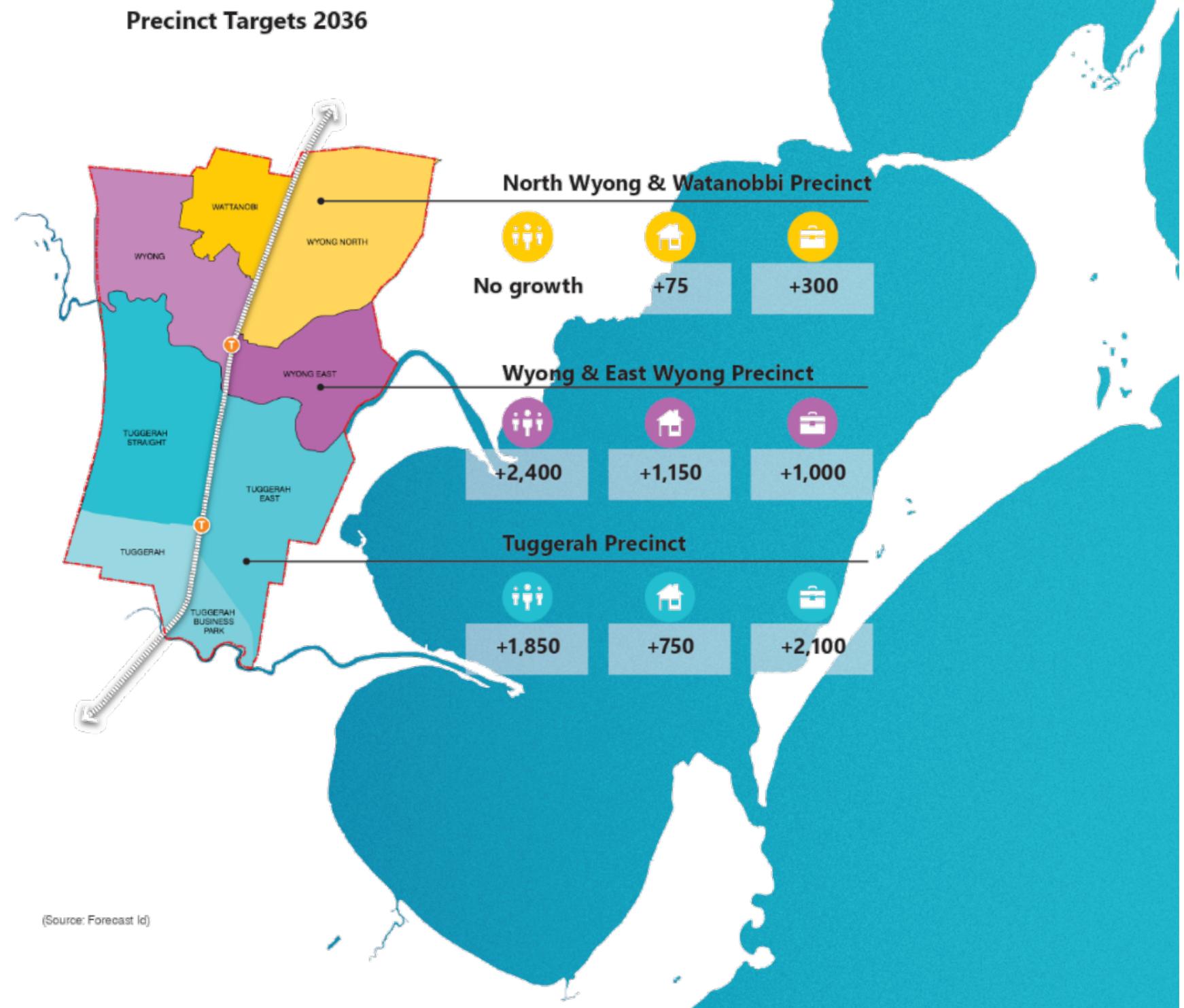
The Corridor comprises three (3) precincts connected by the Pacific Highway. The Strategy defines and highlights the important role and character for each and identifies how they will help sustain the growth of the Corridor. It identifies where economic growth should and should not be supported to promote self-containment and enable the continued growth of the Corridor for perpetuity.

The Strategy identifies opportunities to increase the number of local jobs and thus reduce the high number of residents currently commuting out of the Central Coast for work. Importantly, the Strategy preserves and enhances employment land to foster economic development and encourage the Corridor to continue to evolve as one of the dominant centres on the Central Coast.

Project team

This strategy was prepared by Central Coast Council with a consultant team comprising:

- Architectus (strategic planning and design)
- SGS Economics and Planning (economics)



A changing corridor

The statistics below outline changes from 2016 – 2036 for key focus areas considered pertinent to the development of the Tuggerah – Wyong Economic Corridor Strategy

Population growth



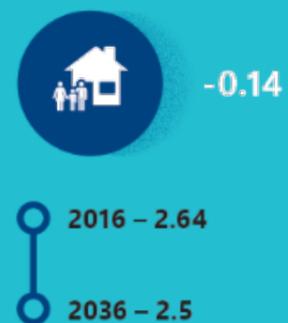
Local jobs



Number of dwellings



Average household size



(Source: Forecast Id)

Fast facts

Currently 27% of employed residents travel outside the region for work.

Northern Corridor residents commute to a wide range of places outside of the Central Coast, but people who commute to the Northern Corridor generally come from nearby LGAs.

The Corridor and Central Coast have high ageing population (65+ years) and low working-age population (aged 20-50 years).

The Central Coast and the Corridor have a smaller average household size than Greater Sydney.

Population growth in the Corridor has been slower than in Greater Sydney, but greater than the Central Coast.

Most people moving to the Corridor come from elsewhere in the Central Coast region, with smaller proportions from overseas, nearby LGAs and LGAs in the northern part of Greater Sydney.

People who move to the Central Coast are younger than other residents (20-40 years the most common age).

(Source: Forecast Id)

Relationship to the Central Coast Regional Plan 2036

The Central Coast Regional Plan 2036 is a 20-year blueprint for the future of the Central Coast, prepared by the NSW Government. The overarching vision for the Central Coast is for “a healthy natural environment, a flourishing economy and well-connected communities”.

To achieve this vision, the NSW Government has set four goals for the region:

1. A prosperous Central Coast with more jobs close to home
2. Protect the natural environment and manage the use of agricultural and resource lands
3. Well-connected communities and attractive lifestyles
4. A variety of housing choice to suit needs and lifestyles

The purpose of this Strategy is to develop strategies, directions and actions to implement this vision.

The CCRP establishes high level targets for the Central Coast region for 2036, being:

- 75,500 more people, requiring:
- 24,674 additional jobs; and
- 41,500 new homes

This Strategy needs to explore:

- Of these CCRP targets, how many jobs and homes can be accommodated in the Northern Corridor?
- Where should this growth be focussed? Are further studies and amendments to the planning controls required to ensure this growth results in good outcomes?
- What infrastructure and investment might be required to support this growth?

Executive Summary

Key findings

The Tuggerah - Wyong Economic Corridor has one of the greatest opportunities to accommodate economic trends.



Planning for 3,400 additional jobs by 2036



Planning for 4,150 additional residents by 2036



Wyong as the centre for civic and cultural activities



Wyong River as a major green connection



Emerging market for residential apartments on key sites



Unparalleled infrastructure for sports events and recreation



Project drivers



Define complementary roles and character for each precinct



Increase job containment in the region



Ensuring future employment land is sufficient and serviced



Leverage major infrastructure investments



Revitalise Wyong as a mixed use centre



Create a diverse, connected and vibrant Tuggerah Centre



Vision for the Tuggerah to Wyong Economic Corridor

The Tuggerah to Wyong Corridor will be a flourishing corridor with employment opportunities, housing choice, sporting venues, and passive recreational activities that celebrate the surrounding natural bushland setting. It's centres will combine a vibrant mix of retail, employment and culture that secure their unique role within the Central Coast.

Summary of Recommendations

This document presents:

- 5 Corridor Strategies
- 3 Precinct Strategies
- 13 Directions
- 36 Actions
- 2 Centre Structure plans

The key recommendations can be summarised as:

- 1 **A growth strategy that supports a population increase of 4,150 residents** in the Corridor between 2016 and 2036.
- 2 Adequate employment lands and opportunities in centres for **an increase of 3,400 jobs in the Corridor** between 2016 and 2036 – a 26% increase on current employment levels in the Corridor.
- 3 **Focus residential development in existing centres** in the short to moderate term. Wyong should be the focus for increased density reinforcing its role as the primary civic and cultural centre.
- 4 Protect employment and environmental lands and leverage existing and planned infrastructure.
- 5 Promote industrial specialisation in the Corridor as a key competitive advantage and opportunity to enhance self-containment within the Central Coast.

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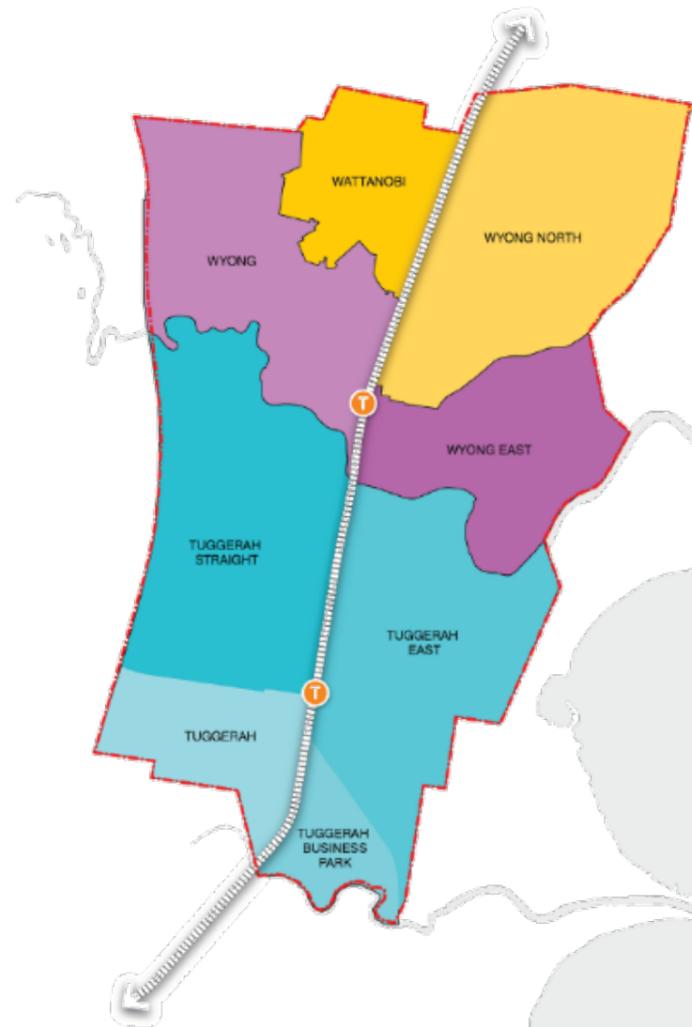
Project and report	Tuggerah to Wyong Corridor Strategy
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Report contact	Greg Burgon Principal, Urban Design and Planning
This report is considered a draft unless signed by a Director or Principal	Signature



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Introduction



Purpose of this report

The Tuggerah to Wyong Economic Corridor Strategy was developed in response to a key action of the Central Coast Regional Plan (CCRP). Direction 2 of the CCRP is to focus economic development in the Southern and Northern Growth Corridors. This Economic Corridor is a key component of the broader Northern Growth Corridor and will become the Central Coast's priority location for future jobs, services and business growth.

This Strategy has been prepared by Council as the next step in implementing the CCRP. It defines the role of each center and the capacity of individual precincts to sustain the growth of the Corridor for the future. The Strategy outlines Directions and Actions to ensure the Corridor meets anticipated population and employment growth for the next 20 years.

The Strategy promotes growth within the Corridor to enable it to evolve as one of the dominant commercial and economic centres on the Central Coast. The Strategy communicates these growth opportunities to the local community, to ensure community aspirations are reflected in the future planning of the area.

Objectives

Objectives of the Corridor Strategy are as follows:

- Provide clear strategic direction to manage economic growth over the next 20 years.
- Identify strategies to attract appropriate business development for the changing needs of the community and for economic development.
- Address economic opportunities to leverage business investment and jobs from major public infrastructure investments.
- Provide an action plan for future studies and investments required by Council and State Government and the prioritisation of actions.
- Inform review of current planning controls reflective of economic and population growth needs, and provide guidance in the assessment of Development Applications and Planning Proposals.

Tuggerah to Wyong Economic Corridor - Study Area

The Tuggerah to Wyong Corridor comprises three (3) precincts connected by the Pacific Highway. It forms a key component of the broader Northern Growth Corridor which extends further north to include the Greater Warnervale Structure Plan (GWSP) area.

Council is currently preparing the GWSP to consider growth opportunities, predominantly residential and employment, in and around the Warnervale Town Centre incorporating the surrounding precincts including the Wyong Employment Zone (WEZ), Charmhaven, Wyong Hospital and Wadalba. The Tuggerah to Wyong Economic Corridor will focus on the remaining area within the Northern Growth Corridor

Responding to the Central Coast Regional Plan 2036



Planning for the Central Coast has progressed through the implementation of the Central Coast Regional Strategy (CCRS) in 2008, and now the Central Coast Regional Plan 2036 (CCRP). The CCRP sets the strategic planning framework for the Central Coast for the next 20 years, and sets four goals to ensure its successful and sustainable growth:

- Goal 1 - A prosperous Central Coast with more jobs close to home
- Goal 2 - Protect the natural environment and manage the use of agricultural and resource lands
- Goal 3 - Well-connected communities and attractive lifestyles
- Goal 4 - A variety of housing choice to suit needs and lifestyles

Under these Goals are a list of Directions, intended to guide planning and investment in the region. This Strategy has been developed to implement the following Directions of the CCRP:

- CCRP Direction 2 Focus economic development in the Southern and Northern Growth Corridors
- CCRP Direction 3 Support priority economic sectors
- CCRP Direction 5 Support new and expanded industrial activity
- CCRP Direction 7 Increase job containment in the region

The Northern Growth Corridor, referred to in CCRP Direction 2 describes the land located between Tuggerah to Warnervale. The Tuggerah to Wyong Economic Corridor is a key component of this Growth Corridor and will become the Central Coast's priority location for future jobs, services and business growth.

This Strategy addresses key actions of the CCRP. Relevant CCRP actions are summarised in the adjacent table, with comment made how the Strategy responds to each.

Central Coast Regional Plan 2036 Actions

Tuggerah to Wyong Economic Growth Corridor Response

2.8 Revitalise Wyong as a mixed use centre servicing the northern part of the region with infill residential development in central locations.

Wyong is recognised and celebrated as the Civic and Cultural heart of the Corridor. The Strategy recognises the innate character strengths of Wyong and seeks to preserve and enhance these for the future. The Strategy promotes the renewal of Wyong to accommodate forecast population and dwelling growth. Capacity testing has confirmed the suitability of Wyong to support mixed use development within the Centre. Direction 9 *Reinforce the fine urban grain of Wyong* identifies specific actions and focus areas with potential to activate and revitalise Wyong Town Centre. Opportunities associated with the Wyong River and existing transport networks show how these assets can further support opportunity for urban renewal. Improving the amenity of Wyong would make it a more attractive location for business, creating economic development opportunities.

2.10 Create a diverse, connected and vibrant Tuggerah centre.

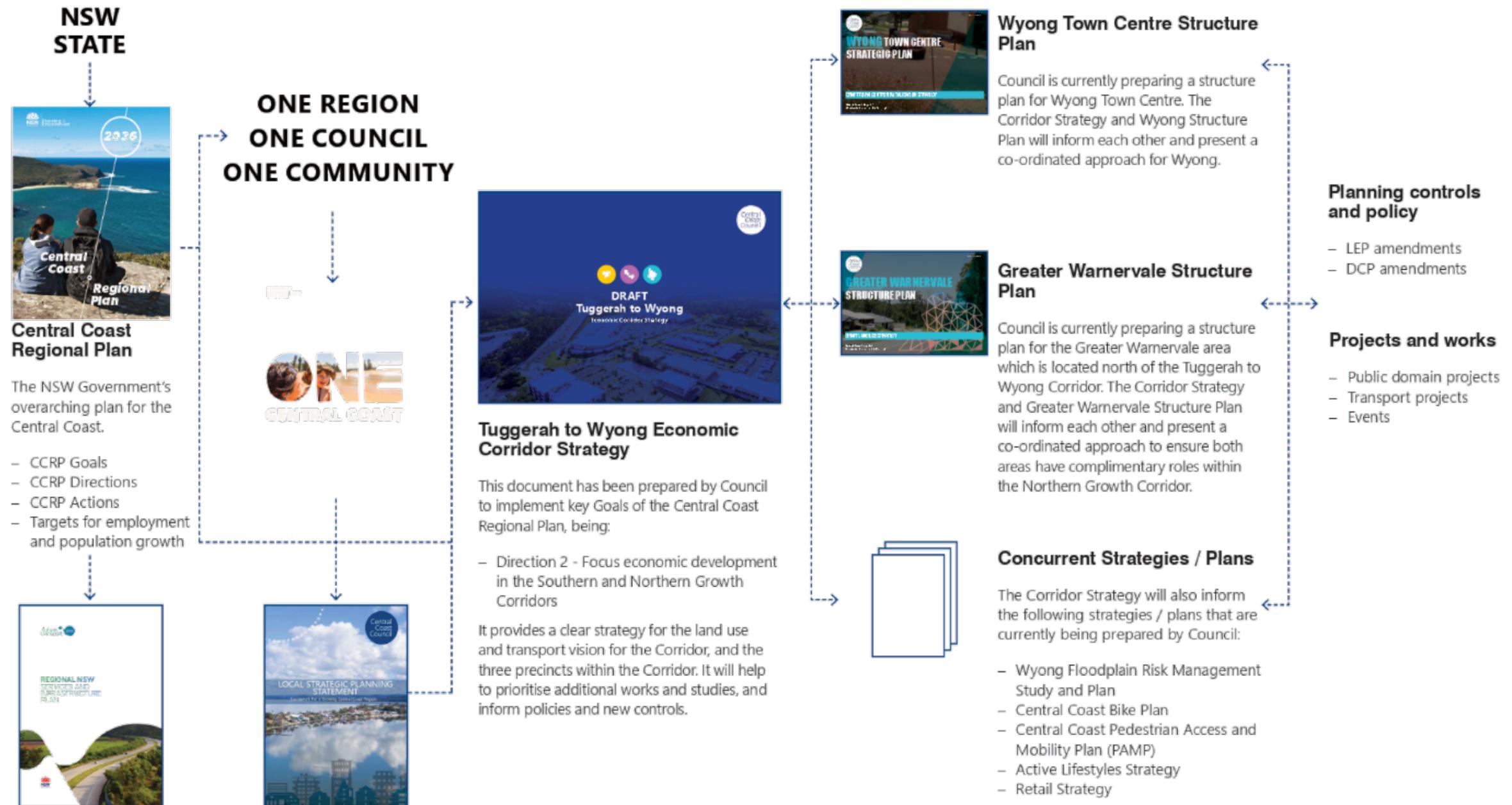
Tuggerah is recognised as the regional shopping destination in the Corridor. The Strategy identifies and reinforces Tuggerah's retail role whilst identifying opportunities for diversification and enhanced connectivity. Direction 13 *Sustainable renewal around the Tuggerah Station* promotes revitalisation, diversification and enhancement of land around Tuggerah train station to promote mixed use development. Opportunities which leverage existing transport infrastructure and strategies to improve active transport for greater connectivity and activity within Tuggerah are also outlined.

2.12 Leverage the planned Pacific Highway upgrade and new Link Road to improve transport connectivity and amenity along the Tuggerah to Warnervale Corridor.

The planned Pacific Highway upgrade and new Link Road are significant road projects that will improve local and district accessibility to key employment lands within the Corridor. Whilst the upgrade will provide important traffic improvements for people travelling within the region the impact on Wyong Town Centre should be carefully considered. Direction 10 provides a preliminary review of the proposal and outlines actions to capitalise on the benefits associated with the planned Pacific Highway upgrades. The section also outlines actions associated with pedestrian connectivity and how to incorporate these planned upgrades to ensure a balanced and connected centre.

Relationship with other plans

Relationship between the Corridor Strategy, the Central Coast Regional Plan and other studies



This Corridor Strategy has been developed to implement State Government planning initiatives for the Central Coast.

Central Coast Regional Plan 2036

The Tuggerah to Wyong Economic Corridor is uniquely placed with great access to rural and coastal communities of the Central Coast. It also benefits from excellent regional connectivity with rail and road access to Sydney, Newcastle and Hunter regions.

The Tuggerah to Wyong Economic Corridor is part of the Northern Growth Corridor identified within the NSW Government's Central Coast Regional Plan. The CCRP is the over-arching regional plan that sets the strategic planning framework for the Central Coast for the next 20 years and aims to:

- Increase job containment in the region
- Leverage major infrastructure investments such as Wyong Hospital redevelopment and road and rail projects
- Focus economic development in the Southern and Northern Growth Corridors
- Revitalise Wyong as a mixed use centre
- Create a diverse, connected and vibrant Tuggerah Centre
- Establish the growth corridors as locations for investment in health, education, research, knowledge-based industries, professional services, sport and leisure, agribusiness, food manufacturing, high-tech manufacturing and clean technologies.

Key precincts beyond the study area, but within the Northern Growth Corridor (as identified in Figure 2 from the CCRP) include:

- Bushells Ridge – future employment precinct focusing on manufacturing, logistics and warehousing strategically located adjacent to the M1.
- Wyong Employment Zone (WEZ) – future industrial precinct strategically located adjacent to the M1.
- Warnervale Town Centre – mixed use strategic centre to service the new communities within the Warnervale urban release area including a new transport interchange.
- Wyong Hospital Precinct – an expanding health services precinct with local concentration of aged care/seniors. This precinct also includes the Wadalba urban release area.

The above precincts will be considered as part of the Greater Warnervale Structure Plan currently being prepared by Council. Understanding the proposed development and strategic objectives of the broader Northern Growth Corridor is critical in determining the complementary role of the Tuggerah to Wyong Economic Corridor. The Corridor Strategy and Greater Warnervale Structure Plan will inform each other and present a coordinated approach to the growth of the Northern Corridor for future jobs, housing, business and services.

The Tuggerah to Wyong Economic Corridor Strategy has been developed to implement CCRP Direction 2 - Focus economic development in the Southern and Northern Growth Corridors.



Figure 1 Northern Growth Corridor in context of the Southern Growth Corridor (both indicated in blue)
Source: Central Coast Regional Plan (DP&E, 2016)



Figure 2 Northern Growth Corridor, including the precincts of the Tuggerah to Wyong Corridor and other key precincts
Source: Central Coast Regional Plan (DP&E, 2016)

Relationship with other plans



Community Strategic Plan (CSP) 'One' Central Coast

Community Vision

**We are ONE Central Coast
A smart, green and liveable region with a shared sense of belonging and responsibility**



CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP	CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP
<p>BELONGING</p> <p>OUR COMMUNITY SPIRIT IS OUR STRENGTH A4 - Enhance community safety within neighbourhoods, public spaces and places</p> <p>CREATIVITY, CONNECTION AND LOCAL IDENTITY B2 - Promote and provide more sporting, community and cultural events and festivals, day and night, throughout the year</p> <p>B4 - Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors</p>	<p>The Tuggerah to Wyong Corridor Strategy once implemented will enable enhanced community safety in our open public and community spaces. In creating vibrant and active centres there will be improved passive surveillance and safety in our shared places. Coupled with programmed events this strategy aims to create safe and active spaces both during the day and at night.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including: Direction 1 – Capitalise on the unique role and function of each centre Direction 5 - Build on the Corridor’s potential as a great destination for culture, recreation and tourism Direction 9 - Reinforce the fine urban grain of Wyong Direction 10 - Connect to East Wyong Direction 13 - Sustainable renewal in Tuggerah Town Centre</p>	<p>C3 - Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents</p> <p>C4 - Promote and grow tourism that celebrates the natural and cultural assets of the Central Coast in a way that is accessible, sustainable and eco-friendly</p>	<p>Direction 1 – Capitalise on the unique role and function of each centre Direction 2 - Ensure sufficient zoned land to accommodate projected population and employment increases Direction 5 - Build on the Corridor’s potential as a great destination for culture, recreation and tourism Direction 6 Maintain and encourage employment uses in North Wyong Direction 11 - Maintain and encourage employment uses in Tuggerah Direction 13 - Sustainable renewal in Tuggerah Town Centre</p>
<p>SMART</p> <p>A GROWING AND COMPETITIVE REGION C1 - Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast</p>	<p>The Tuggerah to Wyong Corridor Strategy supports and enables job growth by attracting economic development within the Corridor supported by improved transport connections, public domain and transit orientated development providing incentives to stimulate growing industries on the Coast.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including;</p>	<p>GREEN</p> <p>CHERISHED AND PROTECTED NATURAL BEAUTY</p> <p>F1 - Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas and the diversity of local native species</p> <p>F2 - Promote greening and ensure the wellbeing of communities through the protection of local bushland, urban trees, tree canopies and expansion of the Coastal Open Space System (COSS)</p>	<p>The Tuggerah to Wyong Corridor Strategy puts forward directions and actions to ensure we protect our rich environmental heritage and values as well as promoting greening of the Corridor by protecting and enhancing our natural assets between our centres .</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:</p> <p>Direction 4 – Maintain and improve the areas strong relationship with green open space and the environment Direction 5 - Build on the Corridor’s potential as a great destination for culture, recreation and tourism Direction 8 - Celebrate Wyong’s natural scenery and heritage character Direction 12 - Utilisation of flood prone areas in Tuggerah</p>

Relationship with other plans

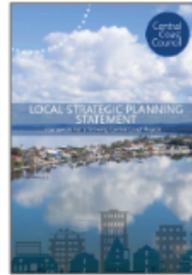
The Corridor Strategy captures the best ideas from previous strategic plans and studies

Regional and Local Strategies

Along with the key direction and actions of the CCRP, the Tuggerah to Wyong Corridor Strategy has been informed by an array of regional and local strategies/studies that have been developed over the last decade.

It is important that this Corridor Strategy picks up on the key recommendations and prioritises them in the context of the broad directions for the Tuggerah to Wyong Corridor.

The objectives, goals, actions and recommendations of the following strategies/studies have played a key role in the development of this strategy.



Local Strategic Planning Statement

In March 2018, amendments to the Environmental Planning and Assessment Act 1979 (EP&A Act) introduced new requirements for Councils to prepare and make Local Strategic Planning Statements (LSPS). The LSPS is a 20-year land use planning vision for the Central Coast Region and is a land use response to Council's Community Strategic Plan (CSP).

It sets the framework for spatially based decision making in the future and outlines the actions needed to achieve the strategic direction for the Central Coast over the next 20 years. It will guide how we use space and manage the competing demands for land use to ensure that the region can achieve a more sustainable, prosperous and equitable future. The LSPS will be finalised by 1 July 2020.

In summary the LSPS aims to:

- Provide a strategic reference for the development of a comprehensive Local Environmental Plan and Development Control Plan;
- Provide strategic guidance and coordination around Council functions related to service provision, advocacy and leadership;
- Incorporate the community goals and aspirations from the Community Strategic Plan, and inform Council's priorities in the Delivery Program
- Take the Central Coast Regional Plan 2036 objectives and outcomes down to a more local strategic level;
- Consolidate the region-wide planning principles within existing Council strategies into one strategic document;
- Communicate to the community the expected future urban development in the Region and how this development will occur up to 2036.



Central Coast Regional Strategy

The Central Coast Regional Strategy (CCRS) was released by the Department of Planning in 2008 to provide a framework for new LEPs in the region and enable appropriately located land to sustainably accommodate projected housing needs and promote local employment opportunities over the following 25 years. Key objectives and ideas of the CCRS considered in the Corridor Strategy include:

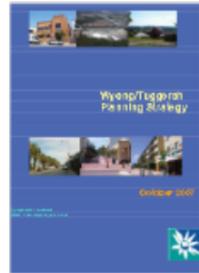
- More units and townhouses in key centres, to provide a better housing mix as larger centres are revitalised and new residential land is released
- A regional city at Gosford and major centre at Tuggerah-Wyong, focused on business activity, housing opportunities and employment generation
- Better connected centres and employment areas, protected rural and resource lands and conservation areas as urban development is directed to existing centres and appropriate release areas in the north of Wyong shire
- A strong economy that maximises investment opportunities for competitive businesses and employment opportunities for the regional workforce



Regional Economic Development and Employment Strategy

Developed as part of the CCRS in 2009, the Regional Economic Development and Employment Strategy (REDES) sets a the long-term strategy for sustainable economic development and jobs growth for the NSW Central Coast region. The objectives of CCRS that have been considered in the Corridor Strategy include:

- Attracting new business and supporting existing businesses
- Increasing research, knowledge and innovation
- Ensuring appropriate planning processes and land supplies
- Planning for regional economic centres
- Providing new infrastructure
- Marketing the region as an attractive business location



Wyong/Tuggerah Planning Strategy

The Wyong/Tuggerah Planning Strategy was developed by Wyong Shire Council and published in 2007. The Strategy outlines the way in which the Wyong/Tuggerah area might develop over the next 10-20 years, with attention paid to what height and form development could take. The following principles and actions have been considered in the Corridor Strategy:

- Consolidate Tuggerah as the Regional Retail Centre for the Shire and part of the regional bulky goods clustering (along with Tuggerah Straight).
- Improve pedestrian linkages to consolidate the fragmented areas of Tuggerah (including Westfield, the Supa Centre and Tuggerah Business Park).
- Establish and promote Anzac Road as a town centre focus including a "town square" and as an active link between Westfield and Tuggerah Rail Station.
- Create a more defined entry into the Shire along Wyong Road from the F3 freeway. This may incorporate feature landscaping, an information centre, or a significant building that expresses the cultural identity of the Shire.
- Improve quality of building design, streetscape and landscaping.



Wyong/Tuggerah Planning Strategy: Urban Design Vision and Master Plan

The Urban Design Vision and Master Plan, prepared by DEM in 2007, details the future land use, connectivity and character of Wyong and Tuggerah

based on the objectives of the Wyong/Tuggerah Planning Strategy. The following directions have been considered:

- Wyong will develop around the existing Town Centre to rejuvenate its core retail and administrative functions and become the cultural and heritage focus of the Shire.
- Tuggerah's position as the regional retail centre of the Shire is promoted by the Strategy. It investigates opportunities to develop the lands adjoining the Westfields site to significantly improve movement between Tuggerah Railway Station, Anzac Road and Westfields.



Wyong Civic and Cultural Precinct Master Plan

The Wyong Civic and Cultural Precinct Master Plan, prepared by Moir Landscape Architecture for Wyong Shire Council in 2011, provides a framework for Wyong Town Centre

as a civic and cultural hub for the Central Coast. The Master Plan identifies the Art House as key catalyst project, anchoring exhibitions, performances, rehearsals and performing arts education within the Wyong Town Centre. The key objectives of the Master Plan that the Corridor Strategy has considered are:

- To provide for an integrated land use plan that promotes the precinct as a civic and cultural hub
- An urban design framework to improve the urban fabric of the precinct including public domain improvements
- To improve connectivity including pedestrian movements between the precinct, the town centre and surrounding areas



Active River Foreshore and Baker Park Master Plan

In 2009, Wyong Shire Council engaged Jackson Teece to prepare a Master Plan concept for the Active River Foreshore and Baker Park Precincts. The key objectives of the Master Plan include:

- Improve connections between Wyong Town Centre with the Wyong River Foreshore Reserve
- Ensure that the physical and economic linkages between Wyong River and Town Centre are developed and maintained
- Create a distinct character for identified zones/nodes that create a sense of place whilst still recognising the foreshore as a part of the greater Wyong region

A preferred concept Master Plan was prepared, incorporating the above objectives for the precinct, with the following key design features considered by the Corridor Strategy:

- Medium / high density residential development of 4-6 storeys along the Wyong River foreshore and east of Wyong railway station
- Ground floor active frontages along Howarth Street and the Wyong River foreshore

Relationship with other plans



Wyong Employment Land Study and Industrial Land Audit

An Industrial Land Audit and Employment Lands Study was prepared by SGS Economics in 2013 to investigate employment trends and capacity within the Wyong Shire and promote economic activity and employment growth. The Study identifies strategic themes / actions to address the economic and employment needs identified by the Study. The Corridor Strategy

has considered the following key themes / actions:

- Protect the employment role of centres while also encouraging employment growth in the Shire by allowing new employment land activities
- Create incentives and ensure the area is cost competitive to attract jobs to employment land areas and achieve job targets in the Central Coast Regional Strategy
- Promote and secure the future for some strategic industrial areas, including attracting certain employment sectors into the Corridor



Disability Inclusion Action Plan

Central Coast Council's Disability Inclusion Action Plan, 2017-2021 (DIAP) is a four year plan that defines the strategies and actions to enable people with disabilities to better access mainstream services, facilities, information and support. The DIAP, which meets legislative requirements under the NSW Disability Inclusion Act (2014), was developed in close consultation with disability service and support organisations

and groups, and with people in our community that have a lived experience of disability. People with disabilities are an integral part of our community and contribute on a daily basis to the social, cultural and economic life of the Central Coast region. In 2016, there were 21,085 people with a need for assistance due to a disability living in the Central Coast Council area. One in five Australians live with a disability and 90% are hidden disabilities.



Central Coast Regional Sport and Active Recreation Plan

Released by the Office of Sport in 2018, the draft Regional Sport and Active Recreation Plan is complementary to the Central Coast Regional Plan 2036 developed by the NSW DPE. The broader CCRP makes reference to the establishment of a sport and active recreation Corridor extending from the regional hockey complex at North Wyong, through Baker Park,

Wyong Racecourse and Pioneer Dairy and into the new sporting facility at Tuggerah. The ongoing development and increasing value of this sport and active recreation Corridor is explored further in this plan.

The plan takes into account the simplicity of a single Council and the renewal efforts in Gosford and Wyong. It also considers the opportunities provided by the regional gateway of Somersby, connecting via the southern growth Corridor to Erina. The northern growth corridors offer opportunities along the Tuggerah to Warnervale route.

This document is considered relevant as it sets out the vision, outcomes and strategies which will ensure the Central Coast region provides increased sport and active recreation opportunities to enhance the lives of its people as members of healthier, more active communities.



Regional NSW Services and Infrastructure Plan

Regional NSW Services and Infrastructure Plan (Future Transport Strategy 2056) is an update of NSW's Long Term Transport Master Plan.

The Future Transport Strategy sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans.

The Strategy identifies that Wyong and Tuggerah are located along a major inter-regional link between Sydney, Gosford and Newcastle. The following are identified, amongst others, by the Future Transport Strategy as transport priorities for the Central Coast:

- Development of an integrated public transport network hierarchy, including:
 - A single operator taking multi-modal responsibility across the Central Coast.
 - Improved integration and interchange between modes/services to enable seamless customer experience.
 - Expanding 30 minute catchments for public transport.
 - Improved time of day coverage and service frequency, reduced journey times, and the deployment of on-demand, flexible services.
 - Facilitating car sharing services that are integrated with public transport.
- Improved access to the northern and southern growth corridors with frequent public transport connections.
- Supporting urban renewal and increased accessibility and liveability of key centres through improved transport connections.
- Providing for the diverse travel needs of transport customers, including the large numbers of discretionary trips made throughout the day within the Central Coast as well as early morning and late evening commuters leaving the region.
- Development of active transport networks.
- Addressing pinch points in the road network and informing the program of road network optimisation improvements to support the maintenance of 30 minute catchments for car journeys.
- Undertaking a car parking review to evaluate and prioritise car parking availability and use within centres and at key interchanges.



Draft Central Coast Economic Development Strategy

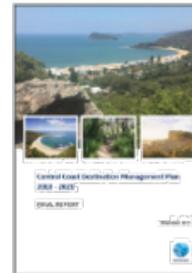
The Draft Central Coast Economic Development Strategy was released in March 2020 to guide Central Coast Council's decision making around sustainable economic development initiatives that assist in the creation of jobs for residents and stimulating the economy. The Strategy sets out an economic vision, values, objectives and targets,

and priority actions for the Central Coast.

The vision of Central Coast is to be a smart, connected and vibrant region that values and promotes natural beauty and heritage, and strives for overall sustainability. The Economic Development Strategy acknowledges that infrastructure investment, innovation and local development will drive economic prosperity. The Central Coast economy is envisioned to be strong, diverse and resilient, providing opportunities and benefits to their community.

The Key Economic Objectives of the Draft Central Coast Economic Development Strategy include:

- Improving economic leadership and coordination
- Advancing sustainability
- Enhancing economic efficiency and competitiveness
- Increasing community wellbeing
- Building our profile as an economic destination
- Enhancing local innovation and enterprise
- Increasing skills and economic capabilities
- Delivering infrastructure for the future
- Fostering economic diversity and vibrancy



Central Coast Destination Management Plan 2018-2021

Central Coast Council's key focus is highlighting and leveraging the appropriate features of the region to see growth in the local tourism industry. Tourism Research Australia data from YE December 2018 indicates that the tourism industry contributed an estimated \$910 million to the Central Coast regional economy (6.7% of Central Coast's gross regional product that

year) and Economy id credits the local tourism industry with directly employing approximately 6,204 people in 2018 (4.9% of Central Coast's employment) contributing 1 in 20 jobs in the Central Coast.

In order to proactively enable tourism in the Central Coast region, Council has endorsed the Central Coast Destination Management Plan 2018-2021. This document is the strategic framework for tourism on the Central Coast. The purpose of the Destination Management Plan is to guide tourism development and destination management for the next five years and to help ensure the long-term viability and sustainability of this vital sector for the Central Coast economy. The Destination Management Plan was endorsed by Council at their meeting on 18 December 2017 after multiple industry workshops and wide community consultation.

The Destination Management Plan Goals at a Glance:

- Growing the value of the visitor economy by \$70M per annum
- Target dispersed growth mid-week, off-peak and across the destination
- Leverage natural and built assets to continue to grow core markets
- Above NSW average growth in the value and visitation of target markets
- Growing community support for the tourism industry.



Central Coast Tourism Opportunity Plan 2019-2024

The Tourism Opportunity Plan is a direct deliverable from the Central Coast Destination Management Plan 2018-2021. The focus of the Tourism Opportunity Plan (TOP) is on growing the sustainable tourism value of the Central Coast region, rather than growing outright visitor numbers.

The TOP provides strategic direction to guide tourism and the opportunities it creates for the Central Coast. The TOP recognises the strengths of the region and seeks greater efforts to capitalise on these for the sustainability of tourism for the Central Coast economy. The key challenges and opportunities have been identified and consideration given to the current tourism market, consumer research and product review for the Central Coast; alongside global tourism trends, tourism-sector specific research and market behaviours.

It provides activation opportunities which can be instrumental for the Central Coast in achieving its economic, community and environmental ambitions over the next decade. Opportunities for future tourism capital investment and product development are identified.

It provides a framework on which to examine new experience development concepts and analyse these around three guiding principles which can influence successful destination management planning:

- Market demand characteristics inclusive of already available target consumer markets, yield potential and global trends
- Links to current competitive strengths of the region, and/or created advantage build in-progress
- Value add to the local community of residents and businesses and their overall quality of life.

Population, employment and land use findings

Population profile

The Central Coast Regional Plan identifies the need for 41,500 dwellings to accommodate the projected population growth of 75,000 anticipated to reside in the Central Coast by 2036. An average of approximately 2,075 dwellings per year.

Four (4) per cent of the current population of the Central Coast live in the Tuggerah – Wyong Economic Corridor, with a recorded population of 13,200 in 2016. The population of the Corridor has grown every year since 2001, with a population increase of 20.1 per cent between 2001-2017. This growth has generally been greater than in the Central Coast and the population in the Corridor is anticipated to reach 17,350 by 2036.

The number of dwellings is forecast to increase across the Corridor, with growth rates forecast to exceed those in the Central Coast and Sydney Greater Metropolitan Area (Sydney GMA). Based on past development trends, the largest forecast population increases are in Wyong and Tuggerah, with smaller increases in Tuggerah Straight (Mardi) and East Wyong. However, there is opportunity to rethink the most appropriate location for residential development to contribute to the desired future role of each precinct.

While household size is expected to decrease over the next thirty years as the population ages, forecast population growth rates in the Corridor exceed historical growth rates. This will require changes to how the Corridor is planned.

Employment profile

The Wyong – Tuggerah Economic Corridor contains 13 per cent of the Central Coast’s jobs but only four (4) per cent of the LGA’s resident workers. The Corridor has a high proportion of jobs within the administration and retail sectors reflecting the regional retail role provided by Tuggerah Westfield and the sub-regional administrative role of Wyong. Employment profiles show the following specialisations for different parts of the Corridor:

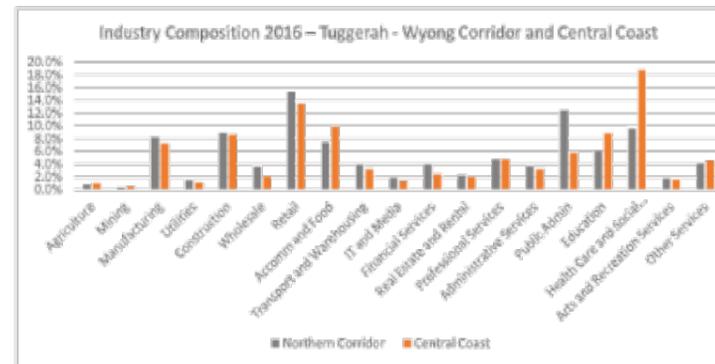
- Wyong: Local administration and civic functions, with the Centre having a sub-regional administrative role
- Westfield Tuggerah: A regional retail role
- Tuggerah Business Park: Professional and administrative services
- Tuggerah Straight and North Wyong: Manufacturing and urban services

Compared to the Sydney region, the Corridor as a whole has employment specialisations in retail, hospitality, public administration, manufacturing and construction. However, hospitality and accommodation jobs are more concentrated in other parts of the Central Coast LGA. Comparisons between the industry compositions of the Corridor and the Central Coast are shown in Figure 1.

Table 1. Local jobs in Tuggerah – Wyong Corridor and Central Coast

	Gross Regional Product	Local Jobs (2016 census)	Jobs Change % (2011-2016)	Employed Residents (2016 census)	Largest industry (jobs)
Central Coast	\$13.8 billion	104,720	7.2%	139,595	Health care & social assistance
Tuggerah - Wyong Corridor		13,100	5.6%	5,081	Retail Trade

Figure 1. Industry composition Tuggerah – Wyong Corridor and Central Coast



After retail and public administration, manufacturing and construction are the largest industries in the Corridor. Health care is fifth largest industry in the Corridor, but constitutes a much smaller proportion of employment in the Corridor than in the Central Coast more broadly. While specialist health services are located in Wyong and Tuggerah, major healthcare facilities such as the Wyong Hospital are located outside the Corridor. Given Wyong’s civic and administrative role, an aging population and the high proportion of older people in the Central Coast, there is the potential for growth in smaller health services.

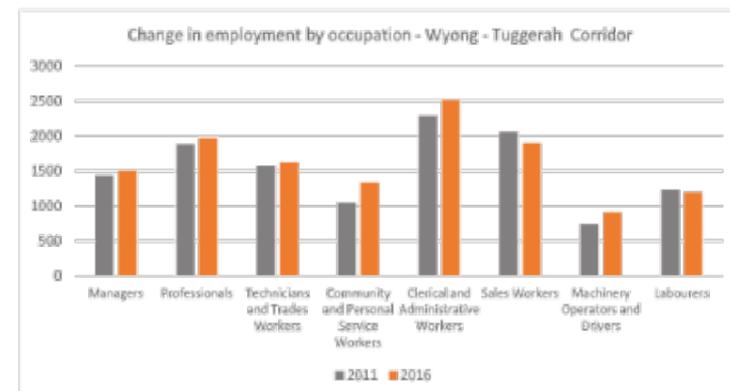
Employment in the Corridor grew between 2011-2016, but slightly more slowly than in the Central Coast LGA as a whole (5.6% vs 7.2%). Employment in manufacturing, wholesale and retail industries declined between 2011-2016, while most other sectors grew, with large increases in construction, health care and transport and warehousing. Employment grew strongly in Tuggerah (2% per year) and North Wyong (2.6% per year) between 2011-2016, but shrank in Wyong (-1.1% per year).

The Corridor has relatively high proportions of jobs for administrative and sales workers, reflecting its function as a regional centre. There are relatively few jobs for professionals or community and personal service workers. The number of people employed in most occupation categories increased from 2011 to 2016, except for sales workers and labourers. The largest increases were in community and personal service workers and clerical and administrative workers, with more modest increases in managers and professionals. Employment by occupation and change in employment occupation from 2011 – 2016 is shown in Figures 2 - 3.

Figure 2. 2016 Employment by occupation



Figure 3. Change in employment by occupation



Employment projections

Between 2016 and 2036, the number of jobs located within the Corridor is projected to increase by approximately 3,400 to 16,500. This is an increase of 26% on current employment levels in the Corridor.

The industry projected to experience the highest growth is retail trade, with approximately 575 additional jobs expected from 2016 – 2036. This is followed by increases in Public Administration (+570 jobs), health care and social assistance (+520 jobs), professional services (+360 jobs), education and training (+350 jobs) and construction (+330 jobs).

Table 2. Job Forecast and Change 2016 - 2036

	2016 Jobs Forecast	Change 2016 - 2036 (% change)
Economic Corridor	13,100	3,400 (26%)
Central Coast	104,732	30,000 (29%)
Greater Sydney GMA	2,209,294	827,800 (37%)

Employment is forecast to increase in all precincts of the Corridor. Large forecast increases in Wyong Town Centre reflect its high numbers of jobs in professional services and public administration (which are growing sectors on a metropolitan basis). It will be a challenge to facilitate this growth in Wyong Town Centre given its recent decline in employment, and some of these new jobs may relocate to North Wyong or the Tuggerah Business Park given the demand for these precincts. Large forecast increases in Tuggerah, as shown in Table 3, are due to the growing regional retail role of Westfield Tuggerah.

Table 3. Employment change and highest industry growth per Precinct 2016 - 2036

	Tuggerah	Wyong	North Wyong
Employment change forecast 2016-2036	+2,100	+1,000	+300
Highest growth industry	Retail	Public administration	Construction
	+500	+350	+75

Population, employment and land use findings

Employment Land Availability and Supply

Forecasts predict employment land supply in the Corridor to be sufficient until after 2036, but these are based on metropolitan wide industrial land trends and do not reflect the healthy state of the existing industrial precincts in the Corridor.

Extrapolating recent land take-up shows land supply to be sufficient for over 20 years. If take-up rates increase in the future or some land in the Corridor is not attractive for industrial development, supply will lessen more quickly. However, there are other large industrial precincts nearby such as in Warnervale, which have shown that overall industrial land supply in the Central Coast is sufficient. For these reasons, rezoning additional industrial land is not likely to be required in the next 20 years. It will be more important in the Corridor that the health and specialisation of the industrial precincts continues to be developed.

Currently the Central Coast has sufficient supply of industrial land. However, some of the available employment land in the Corridor is not in attractive locations for development. In particular, the land in East Wyong is flood affected and has low levels of accessibility to heavy vehicles. Much of the recent growth in professional services and public administration has been occurring in North Wyong and the Tuggerah Business Park. There is capacity for this to continue in Wyong Town Centre.

There is also substantial capacity for additional commercial and retail development in Wyong and Tuggerah. Projections indicate a need for approximately an additional 30,000sqm of retail floorspace in these locations and around 97,000sqm of other floor space. This could be accommodated within the existing planning controls on the Westfield Tuggerah site which currently contains around 87,000sqm of floorspace, and in Wyong Town Centre, which has a floor-space-ratio control of up to 3:1 and has approximately 86,000sqm of residual development capacity under the current planning controls (See section Capacity under current controls for more detail).

A challenge in securing this increase in employment will be creating demand for it. This is particularly relevant for Wyong Town Centre, given that employment in Wyong Town Centre contracted between 2011-2016 and that recent growth in professional services has been concentrated in North Wyong and the Tuggerah Business Park. Economic development pathways which seek to increase demand in different precincts, are outlined in the following section in this Strategy.

Table 4. Industrial land demand estimation by recent take-up rates

Average annual employment land up-take 2011-2017	1.8 ha
Available land	69.7 ha
Years of supply	38.7 years

Table 5. Industrial land demand estimation by employment forecast

	Tuggerah employ- ment precincts	North Wyong	Total
Forecast employment growth 2016-2036 in employment Precincts	1,200	125	3,510
Approx. land demand 2016-2036 in employment pre-cincts	4.1 ha	0.2 ha	4.3 ha
Undeveloped land (Jan 2017) in employment precincts	27.4 ha	42.3 ha	69.7 ha
Forecast average annual employment growth rate in employment precincts	1.1%	0.8%	
Average annual employment growth rate 2011-2016 in employment precincts	4.0%	2.8%	

Table 5. Additional dwelling and job forecasts 2016 - 2036

Precinct	Additional dwellings (2016-2036)	Additional Jobs (2016-2036)
North Wyong & Watanobbi	75	300
Wyong & East Wyong	1,150	1,000
Tuggerah	750	2,100
Total	1,975	3,400

Competitive strengths of the Corridor

Employment grew strongly in the Corridor's industrial and employment precincts between 2011-2016. Continued demand for these precincts is indicated by a strong development pipeline and the completion of the Central Coast Mariners' development. Competitive advantages of the Corridor compared to other areas which contribute to this growth, include:

- Proximity to major transport infrastructure including the Pacific Motorway and Railway Line, which provide good accessibility from Sydney and Newcastle;
- Central location in the Central Coast, providing access to the local labour market;
- Developable employment land with suitable lot sizes and few constraints;
- Amenity for businesses through accessibility to retail and civic functions;
- Strong active recreation opportunities/facilities within the Corridor;
- Existing networks of local businesses with integration into the Hunter and Greater Sydney regions; and
- Land prices, which are relatively low compared to Sydney, driving relocation of some businesses.

In addition to these characteristics, continued employment growth is likely to be tied to metropolitan and national economic trends including migration rates to Australia and factors impacting the competitiveness of local manufacturing. Local factors which will drive future economic growth in the Corridor include:

- Continued nearby population growth, which increases demand for retail, recreation and urban services;
- Anchor tenants such as the Central Coast Mariners development; and
- The continued presence of available and serviced land.

Future Economic Development Pathways

Ensuring that the local economy in the Corridor continues to grow will require competitive advantages to be maximised and local economic drivers to be maintained with an understanding of the employment profiles of different centres and precincts.

Employment contracted recently in Wyong Town Centre but increased strongly in Tuggerah Business Park, the Tuggerah Straight and North Wyong. Commercial office development has located in Tuggerah Business Park, and to a lesser degree North Wyong, rather than in Wyong Town Centre. This is not likely to change in the short-medium term given the excellent road access of Tuggerah Business Park, its large developable lots and the economic momentum created by local infrastructure investment and the Central Coast Mariners Development.

In the longer term, office-based development in Wyong could be driven by:

- Increased vibrancy and amenity of the centre, making it a great place to work, and
- Improved access through the train network to Sydney and Newcastle, without access being improved in Tuggerah.

In the short-medium term, Council should focus on building the competitive strengths of Wyong, Tuggerah and the industrial precincts:

- Wyong should consolidate its role as the civic, cultural and recreational heart of the subregion and a vibrant, well connected place with high amenity and a pleasant public domain. If this occurs, increased business development may occur in the longer term.
- Tuggerah should continue its role as the major retail centre in the area, although any expansion of retail in the Westfield should not threaten the viability of the Wyong Town Centre.
- Tuggerah Business Park should consolidate its role as a mixed enterprise precinct with specialisations in back-office functions and professional services, as well as containing some other industrial functions. Improved access to the Tuggerah Station and Wyong will ensure that Wyong benefits from proximity to this precinct.

- Other industrial precincts have grown in employment recently and appear to be operating well. These areas are in demand and do not require Council intervention in terms of re-zoning (discussed further in the following section). However, the addition of anchor tenants could increase demand and generate economic development. Initiatives which seek to increase industrial precinct functionality and worker amenity are outlined in this Strategy.

There is an emerging market for residential apartments on key sites.

The feasibility for residential apartment projects in the Tuggerah to Wyong Economic Corridor is challenging for a number of reasons – the market is limited because the cost of single dwellings is affordable; apartment sales have not quite caught up to construction costs and high parking rates/ demand for parking makes development extremely expensive. Our testing reveals that an apartment development project may be feasible if the circumstances are right. Our strategy should be to promote the circumstances where we can achieve these outcomes.

The Westfield Tuggerah Gateway Site presents a key opportunity for the development of residential apartments in the future. The NSW Government has announced that it will be working with the landowners of this site to consider options for its development as an expanded shopping centre and for residential, transport, leisure, health and education uses.

Capacity under current controls

Future development potential under current controls

High level capacity testing for land located within the Corridor identified future development potential under the current planning controls. The exercise assessed the residual uplift capacity against future 2036 employment and dwelling projections to ascertain if there is enough appropriately zoned land to accommodate anticipated growth.

Methodology and applied assumptions

Step 1: Land categorisation: To understand future capacity and uplift potential, land within the Corridor was categorised into one of the following land types.

- **Category 1:** Environmentally constrained land and existing public open space – no significant additional development potential
- **Category 2:** At / near capacity under the current controls and not identified for renewal.
- **Category 3:** Some additional capacity under the current controls
- **Category 4:** Renewal area – Wyong
- **Category 5:** Renewal area – Tuggerah

The categorisation of land, as shown in **Figure 4**, was informed by Corridor wide investigations undertaken in Stage 1 (Background Analysis Phase), information obtained during Council workshops, assessment of vacant sites and DA approvals and review of the Department of Planning and Environment's (DPE) Employment Land Development Monitor (ELDM) data.

Step 2: FSR application to land categories: Areas identified to have future development potential were considered. As such, residual development capacity was only calculated for **Categories 3, 4 & 5**.

The various land use zones included within each land category were multiplied by the relevant Floor Space Ratio (FSR) designated under WLEP 2013 and Wyong DCP 2013 to determine total capacity under the current controls.

For land within these categories that have no prescribed FSR under WLEP 2013 or Wyong DCP 2013, the DPE's standard rates were applied. Some standard rates were lowered to reflect the regional context of the study are (As DPE's rates are applicable to metropolitan areas). The assumed FSRs applied are outlined in **Table 6**.

Table 6. Assumed Floor Space Ratio rates applied

Land Use	FSR	Source/Assumption
Industrial	0.5:1	DPE standard rates and assumptions, adjusted to consider regional context
Commercial	1.0:1	DPE standard rates and assumptions
Bulky Goods	1.0:1	DPE standard rates and assumptions
RU6 Transition	0.2:1	Based on 1,000m ² lot and dwelling of 200m ²
R1 General Residential	0.6:1	FSR considers potential residential typologies available under R1 (dwellings to RFB), as well as existing adjacent residential development (detached dwellings) zoned R1

Step 3: Calculate residual development capacity under current controls: The following steps were undertaken to determine the residual uplift capacity under current WLEP 2013 planning controls (and applicable FSR assumptions) for land within **Categories 3, 4 & 5**:

- **Development capacity under current controls (calculated as a total area in m²):** Development capacity under current controls (in m²) was calculated by multiplying the total area for each land use zone with their corresponding FSR. Land use zones that were subject to multiple FSRs were apportioned accordingly. From the total land areas calculated, 25% of area was deducted to account for existing / future roads, open space and building setbacks.
- **Total existing development (in m²):** The total area of existing development within each land use zone was calculated by:
 - (1) Identifying sites that represented the overall existing development of their land use zone.
 - (2) Measuring the land area, existing building footprint and building height in storeys, to calculate an approximate FSR for each site.
 - (3) Based on these results, calculate the average existing FSR for each land use zone.
 - (4) Apply the average existing FSR to the total area of each land use zone to calculate the total existing development in m².
- **Residual capacity (in m²):** Total existing development (in m²) was subtracted from total development capacity under current controls (in m²). Both employment capacity and residential capacity were considered and calculated separately, with the following assumptions applied to zones that may have employment and / or residential uses.

- **B4 Mixed Use:** 90% residential use and 10% employment use
- **RE2 Private Recreation:** 10% employment use
- **RU6 Transition:** 50% residential use and 50% employment use

Step 4: Residual capacity and correlating job / dwellings yield:

The residual development capacity for land use zones within each land category are outlined in **Table 8**. These figures have been used to determine the approximate number of additional dwellings and jobs supported within the residual uplift capacity. Assumptions applied for differing employment generating land and dwellings are outlined in **Table 7**.

Table 7. Average employment rates (m²) & average dwelling assumptions

Employment
19m ² for each Office / Commercial job
35m ² for each Business Park job
60m ² for each Industrial job
Residential
100m ² for each dwelling

Table 8. Residual development capacity (m²) and correlating job / dwelling yield

	Category 3: Some Additional Capacity		Category 4: Wyong				Category 5: Tuggerah			
	Employment Residual Capacity (m ²)	Total Additional Jobs Supported	Residential Residual Capacity (m ²)	Total Additional Dwellings Supported	Employment Residual Capacity (m ²)	Total Additional Jobs Supported	Residential Residual Capacity (m ²)	Total Additional Dwellings Supported	Employment Residual Capacity (m ²)	Total Additional Jobs Supported
R3 Medium Density Residential	-	-	79,056	791	-	-	-	-	-	-
B3 Commercial Core	-	-	-	-	77,509	4,079	-	-	69,175	3,641
B4 Mixed Use	-	-	27,227	272	3,025	159	96,241	962	10,693	563
B6 Enterprise Corridor	423,912	7,065	-	-	-	-	-	-	36,327	605
RE2 Private Recreation	-	-	-	-	5,470	91	-	-	-	-
R1 General Residential	-	-	4,245	42	-	-	17,793	178	-	-
R2 Low Density Residential	-	-	11,097	111	-	-	-	-	-	-
B5 Business Development	87,873	2,511	-	-	-	-	-	-	-	-
IN1 General Industrial	65,603	1,093	-	-	-	-	-	-	-	-
IN2 Light Industrial	17,621	294	-	-	-	-	-	-	-	-
RU6 Transition	-	-	-	-	-	-	20,111	201	20,111	335
B7 Business Park	99,150	2,833	-	-	-	-	-	-	-	-
Total: Jobs / Dwellings		13,796		1,216		4,330		1,341		5,144

Capacity under current controls

Step 5: Residual capacity and future projections: The approximate number of additional dwellings and jobs supported within the residual uplift capacity are outlined in **Table 9** below.

Table 9. Additional dwelling and job capacity under current controls

Corridor Summary	Total additional dwellings supported under current controls	Total additional jobs supported under current controls
	2,558	23,270

Table 10. Additional dwelling and job forecasts 2016 - 2036

Precinct	Additional Dwellings (2016-2036)	Additional Jobs (2016-2036)
North Wyong & Watanobbi	+75	+300
Wyong & East Wyong	+1,150	+1,000
Tuggerah	+750	+2,100
Total	1,975	3,400

Table 11. Residual dwelling and job capacity under current controls

Residual Capacity	Dwellings	Jobs
	583	19,870

Note: Potential for an additional 5,000 dwellings located on the Westfield Tuggerah site (subject to approval) - Refer to action 13.2 (Page 68)

Key outcomes:

- The current controls enable sufficient capacity to support projected additional required dwellings to 2036.
- The current controls enable sufficient capacity for employment in the Corridor to 2036.
- The ability for the Corridor to support an additional 19,000+ jobs over the next 20 years (based on current take up rates) highlights the availability of appropriately zoned land for employment projections is not a critical issue for the short term, although does not negate the need to monitor take-up rates to ensure changes do not alter current supply. For these reasons, rezoning additional industrial land is not likely to be required in the next 20 years. It will be more important that the health and specialisation of the industrial precincts continues to be developed, and focus be prioritised to attracting and securing appropriate industries within available land supply.

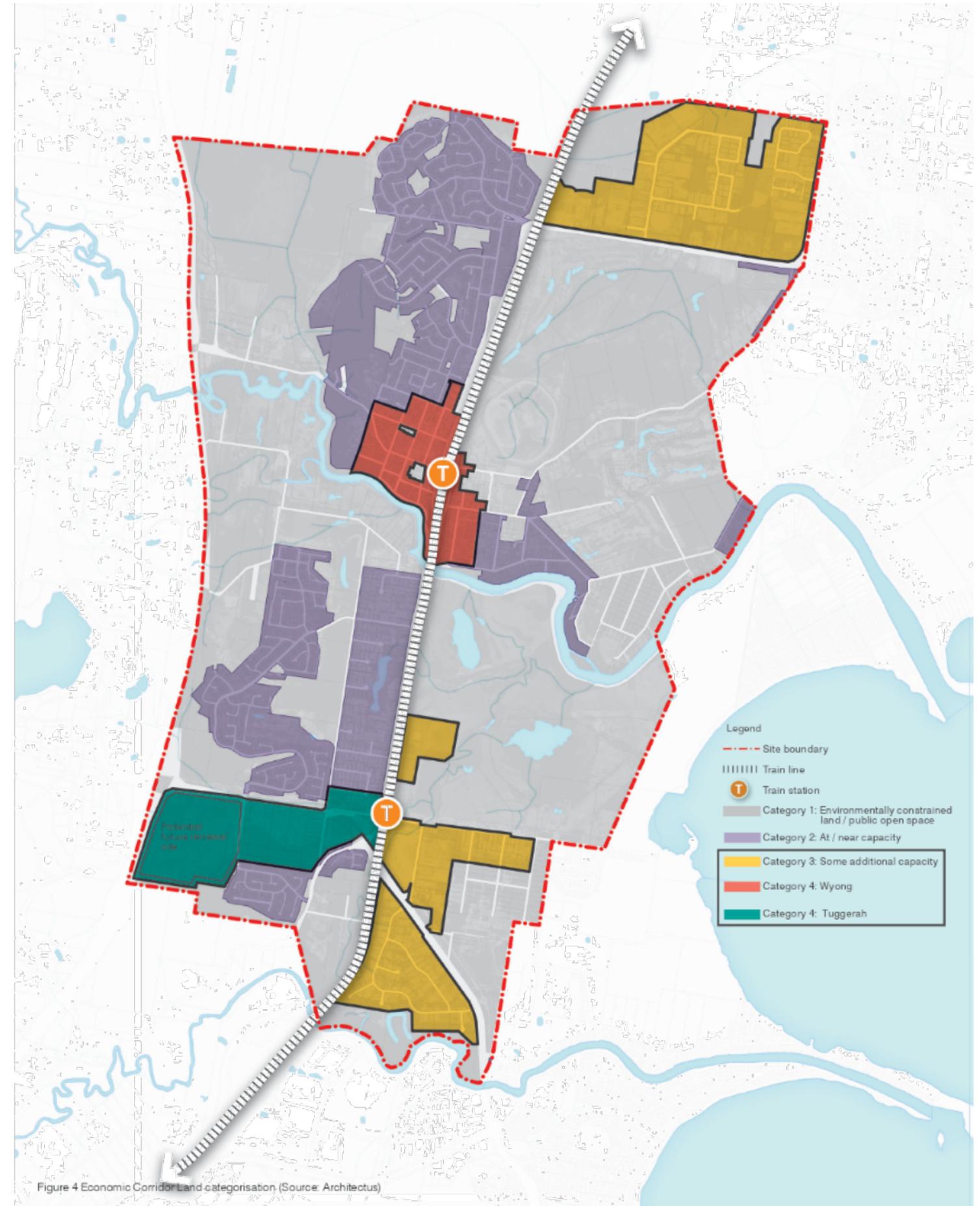


Figure 4 Economic Corridor Land categorisation (Source: Architectus)

Key findings



The Tuggerah - Wyong Economic Corridor has an opportunity to accommodate metropolitan-wide economic trends and promote industrial specialisation

The Tuggerah to Wyong Economic Corridor plays a significant role in providing employment opportunities in the Central Coast District. Job numbers in employment precincts grew strongly between 2011-2016. Between 2016 and 2036, the number of jobs located within the Corridor is projected to increase by approximately 3,400 to 16,500. This is an increase of 26% per cent on current employment levels in the Corridor.

While manufacturing and some other traditional industrial sectors are forecast to decline across Greater Sydney, local industrial specialisation in the Corridor could allow it to buck this trend and retain industrial employment. Further attraction of economic catalysts and anchor institutions would also allow local specialisations and industry connections to be built.

The Corridor includes distinct and important industrial employment areas – Tuggerah, Tuggerah Straight and North Wyong Industrial Precinct. These precincts are successful and employment within them is growing, and so minimal planning intervention is currently needed. Continuing to work with businesses to increase industry specialisation would assist the retention and attract industrial employment to the Corridor.



Planning for 3,400 additional jobs by 2036.

Job projections based on historical trends forecast that the Corridor could contain 16,500 jobs by 2036. The highest growth is projected in retail trade, with approximately 575 additional jobs projected from 2016 – 2036. This is followed by increases in Public Administration (+570 jobs), health care and social assistance (+520 jobs), professional services (+360 jobs), education and training (+355 jobs) and construction (+330 jobs).

There is enough suitably zoned land to accommodate this growth, however some areas are less attractive for development because of constraints or lack of infrastructure. If land take-up rates increase in the future, additional infrastructure may be required to remove development constraints in the East Tuggerah area. These would include improvements to access to the precinct and addressing flood affectation.



Planning for 4,150 additional residents by 2036

Four (4) per cent of the current population of the Central Coast live in the Tuggerah – Wyong Economic Corridor, with a recorded population of 13,200 in 2016. The population of the Corridor has grown every year since 2001, with a population increase of twenty (20) per cent between 2001-2017. This growth rate has generally been greater in recent years than in the Central Coast LGA. The population in the Corridor is forecast to reach 17,350 by 2036. The number of dwellings is also forecast to increase across the Corridor. This growth has generally been greater than in the Central Coast, and growth rates are forecast to exceed those in the Central Coast and Sydney Greater Metropolitan Area (Sydney GMA). Continued population growth will drive local economic development, but will depend upon continued improvements to local amenity and vibrancy.

While household size is expected to decrease over the next thirty years as the population ages, forecast growth rates in the Corridor exceed historical growth rates. Based on past development trends, the largest forecast population increases are in Wyong and Tuggerah, with smaller increases in Tuggerah Straight and East Wyong. However, there is an opportunity to rethink the most appropriate locations for residential development to contribute to the future roles of different precincts. Additional development around Wyong could support the consolidation of its role as a vibrant cultural hub for the region. See *Corridor Strategy 2 Areas for future growth* for key areas considered suitable to accommodate future growth.



Wyong as the civic and cultural centre for investment and growth

Wyong is identified as a Strategic Centre in the Central Coast Regional Plan and is the primary centre for culture, civic buildings and administration. It has a great heritage character and permeable street grid with lots of public domain opportunities. The road and station access upgrades will also contribute to the centre's success in the future. Employment declined in Wyong between 2011-2016 and commercial development is favouring other employment precincts over Wyong. Making Wyong a great place to live, work and visit will increase its long-term attractiveness to businesses. It should consolidate its role as a civic, cultural, recreation and services hub of the Region. Increased residential population, new shops and public domain should be concentrated in Wyong to ensure critical mass and the success of local businesses.



Amenity, local character, services and nature will be important for broader economic success.

In order to attract the best businesses to the Corridor, the Corridor's amenity and types of services and restaurants and entertainment available needs to be attractive to high quality workers. The following projects should be the focus of Council's efforts:

- Wyong River as a major recreational asset and weekend destination.
- Active connections, like the proposed Lake Loop cycle way that connects centres to attractions.
- Ensuring that renewal and road upgrades in Wyong Town Centre do not deteriorate the quality of the streets, retain heritage buildings and the fine grain shop fronts that accommodate diverse retail, bars and restaurants.

The Corridor's strengths

Wyong River – a natural centrepiece

Wyong River flows through the heart of the Corridor, presenting as a natural centrepiece. Although access is constrained in some areas, the River is a significant asset, supporting an array of recreational activities including kayaking and fishing, as well as walking and cycle along the active transport links by the river foreshore. The River provides an important natural outlook for the surrounding urban areas.



Wyong River from the Wyong Milk Factory



Alison Street, Wyong



Wyong – a Town Centre with “good bones”

Wyong Town Centre has many elements of a great regional centre, including an established fine grain street network with connections to a train station, Wyong River and open spaces. Home to the landmark Art House cultural facility, Council chambers and government agencies, Wyong is the cultural and civic core of the Corridor. The character of Wyong Town Centre is strengthened by a distinct heritage presence and fine grain built form that line the high streets.



Tuggerah Lake, State Conservation Area (image: itsonlymylife163.blogspot)



Natural Assets of Environmental Value

The Corridor is endowed with natural bushland precincts that provide environmental amenity to residents, workers and visitors. Tuggerah Nature Reserve features predominately untouched bushlands and wetlands that have high conservation value, while the nearby Tuggerah State Conservation Area supports sustainable visitation and bushwalking.





Chapman building, Wyong



Great local food, drink, arts and craft

The Corridor features a growing number of exciting food, beverage, arts and craft offerings, building on growing interest in local and boutique products. There is a combination of restaurants, cafés, markets, function spaces and specialty stores in the area.



Tuggerah Business Park (image: Central Coast Business Investment)



A healthy employment Corridor

The Corridor's established employment precincts are well known in the region and have low vacancy rates. This is attributed to good regional connectivity, high visibility from key roads and proximity to residential areas. The Corridor is characterised by a mix of employment areas, including commercial/office developments at Tuggerah Business Park, urban services* at Tuggerah Straight, and large-scale warehousing and light industrial uses at North Wyong.

*Urban services land refers to land identified in the NSW Department of Planning and Environment's Employment Lands Development Monitor, and includes industrial zoned land and some business zoned land which permits a number of industrial uses.



Wyong train station



A regionally connected Corridor

The Corridor is highly accessible from Sydney, Newcastle and the greater Central Coast with key road and rail infrastructure connecting these areas. The nearby M1 ensures inter-regional connections by car, while the Wyong and Tuggerah train stations provide access to reliable inter-city rail services to Sydney and Newcastle.



Central Coast Regional Sporting and Recreation Complex (image: Central Coast Council)



Diverse recreational and sporting assets

The Corridor supports a healthy and active community. There are numerous recreational and sporting facilities throughout the Corridor which cater for a variety of activities. Sporting facilities located in Wyong (E.g. Baker Park, Wyong Golf Club, Wyong Hockey Complex) and Tuggerah (Central Coast Regional Sporting Complex, YMCA Mariners Aquatic Centre), in conjunction with two golf courses (Wyong and Koindah) and expansive natural assets provide a diverse array of recreational activities.

Project drivers

 Define complementary roles and character for each precinct

 Ensure future employment land is sufficient and serviced

 Revitalise Wyong as a mixed use centre

 Increase job containment in the region

 Leverage major infrastructure investments

 Create a diverse, connected and vibrant Tuggerah Centre





How the Corridor Strategy Works



Corridor Strategies

There are five Corridor wide strategies:

1. Role & Function of Centres
2. Areas for growth
3. Transport and Movement
4. Environment and Sustainability
5. Culture, Recreation and Tourism



Precinct strategies

There are three precincts that make up the Economic Corridor.

1. North Wyong & Watanobbi
2. Wyong & East Wyong
3. Tuggerah



Directions

This Strategy sets out 13 Directions for the Corridor. The Directions are broad objectives that capture Council's position on an issue for the Corridor, or promote a vision. There are 5 Corridor-scale Directions and 8 Precinct-scale Directions.

The Directions should become referenced in Council reports, and help guide decision making around development and public works.



Actions

Actions are listed to achieve each Direction. These Actions include studies that need to be undertaken, policies and controls that need to be made/ amended, and the next steps for engagement, seeking funding, or doing further work to initiate projects in the Corridor.

The implementation chapter of this strategy is a schedule of the Actions, with allocated responsibilities and timeframes.

Vision for the Corridor



The Tuggerah to Wyong Corridor will be a flourishing corridor with employment opportunities, housing choice, sporting venues, passive recreational activities that celebrate the surrounding natural bushland setting.

It's primary centres will provide retail, cafés, restaurants and culture which secure it's role within the Central Coast. Future development will celebrate the innate character and heritage of the area.

It will be a Corridor that balances the prospect of industry growth with lifestyle advantages which retain its sense of place and community.

Strategy on a page

	Corridor				
8 Strategies	 Role & Function of Centres	 Areas for growth	 Transport and movement	 Environment and sustainability	 Culture, recreation and tourism
13 Directions	 1 Direction 1 Capitalise on the unique role and function of each centre	 2 Direction 2 Ensure sufficient zoned land to accommodate projected population and employment increases	 3 Direction 3 Maximise connectivity between activity nodes and centres to support renewal opportunities	 4 Direction 4 Maintain and improve the areas strong relationship with green open space and the environment	 5 Direction 5 Build on the Corridor's potential as a great destination for culture, recreation and tourism
36 Actions	Action 1.1 Reinforce Wyong as the civic and cultural centre Action 1.2 Plan for increased demand for retail uses in the future Action 1.3 Plan for the growth of Tuggerah	Action 2.1 Resist rezoning significant sites and releasing new urban land in the short to medium terms Action 2.2 Continue to monitor take-up and availability of industrial land in the Corridor Action 2.3 Attract and retain business	Action 3.1 Strengthen the existing cycle network Action 3.2 Reinforce key pedestrian links Action 3.3 Investigate opportunities to strengthen the local street network Action 3.4 Minimise potential impacts of Pacific Highway upgrades Action 3.5 Understand and leverage the opportunities associated with the Sydney to Newcastle fast rail project Action 3.6 Advocate for the completion of Pacific Highway upgrades and a link road to Warnervale Action 3.7 Implement the Transport Study	Action 4.1 Maintain green gateways and movement Corridors Action 4.2 Create a strong connection with the natural environment Action 4.3 Further flood planning investigations Action 4.4 Encourage sustainable employment opportunities	Action 5.1 Establish the Corridor as a significant regional destination for recreation and sports tourism Action 5.2 Explore utilisation of Corridor's natural bushland areas as key attractors Action 5.3 Active Lifestyles Strategy

Precincts							
 North Wyong & Watanobbi Precinct		 Wyong & East Wyong Precinct			 Tuggerah Precinct		
 6 Direction 6 Maintain and encourage employment uses in North Wyong	 7 Direction 7 Rationalise access and circulation	 8 Direction 8 Celebrate Wyong's natural scenery and heritage character	 9 Direction 9 Reinforce the fine urban grain of Wyong	 10 Direction 10 Connect to East Wyong	 11 Direction 11 Maintain and encourage employment uses in Tuggerah	 12 Direction 12 Utilisation of flood prone areas in Tuggerah	 13 Direction 13 Sustainable renewal in Tuggerah Town Centre
Action 6.1 Promote a range of employment uses on B6 land in North Wyong to support and compliment the Wyong and Warnervale Town Centres Action 6.2 Review Wyong Shire Development Control Plan 2013 Chapter 6.11 to ensure high quality landscaping amenity in the employment precinct	Action 7.1 Consolidate access points to the Pacific Highway Action 7.2 Improve the permeability and circulation within the employment precinct	Action 8.1 Improve access to and enjoyment of the river Action 8.2 Enhance existing heritage character of Wyong Town Centre	Action 9.1 Reinforce Alison Road as an active, successful high street Action 9.2 Investigate opportunities to increase the utilisation and activation of laneways and arcades	Action 10.1 Minimise adverse impacts of the proposed widening of Pacific Highway Action 10.2 Investigate opportunities to provide an active street frontage along Howarth Street Action 10.3 Investigate opportunities for Baker Park	Action 11.1 Preserve existing employment zones Action 11.2 Investigate food innovation hub	Action 12.1 Explore recreational uses in flood prone areas	Action 13.1 Investigate transit-oriented development at Tuggerah Station Action 13.2 Establish principles & key development outcomes for infill development on the Westfield Tuggerah Gateway site





Corridor Strategies

The following Corridor Strategies provide a vision, Directions and Actions to implement the *Central Coast Regional Plan's* Goals for the Tuggerah to Wyong Economic Corridor

-  Role & Function of Centres
-  Areas for Growth
-  Transport and Movement
-  Environment and Sustainability
-  Culture, Recreation and Tourism

CORRIDOR



Corridor strategy: Role & Function of Centres



Direction 1

Capitalise on the unique role and function of each centre

Successful, consolidated centres provide for more than shopping opportunities – they are the places for meeting and civic activities, recreation and connecting with your community. The more uses we can consolidate in centres the more active and exciting they become. Other benefits include the ability to concentrate public spending on infrastructure where it will benefit most and promoting multi-purpose car trips and fewer vehicle movements across the region.

The centres hierarchy in the Northern Economic Corridor comprises two major centres – the Tuggerah Town Centre and Wyong Town Centre. They have complementary and important roles.

Action 1.1 Reinforce Wyong as the civic and cultural centre

Wyong is the civic and cultural heart of the Corridor, with its government offices, theatre, restaurants and cafés, a great street grid, character and history. The train station is centrally located and there is room to grow to the east of the centre.

Planning controls, cultural and community strategies and public domain strategies should reinforce Wyong as the primary cultural and civic centre for the Corridor, and the preferred location for hotels, cultural and civic uses, significant new retail development, offices and increased residential density.

Action 1.2 Planning for increased demand for retail uses in the future

It is important that future retail development is located within planned or existing centres, in an orderly fashion. Out of centre retail development promotes additional trips by private vehicles and can start to affect the vibrancy of existing traditional centres and high streets – which should be the focus of the community.

Council to complete a Retail Strategy as part of the preparation of a comprehensive Central Coast LEP. The focus should be analysing the demand and identifying the preferred location for supermarkets and other anchor retailers.

In preparation of the Retail Strategy, Council are to review permitted land uses in the B5 Business Development zone to determine the appropriate scope of retail uses. Council are also to consider freight needs in relation to the intensification of retail uses.

Action 1.3 Planning for the growth of Tuggerah

Tuggerah is the regional shopping destination that provides a broad fashion, convenience, grocery and recreation offer. The green open-air street within Westfield Tuggerah creates a great town centre environment and provides for dining and entertainment into the evenings. In time, residential uses may be appropriate in this centre, where amenity, better streets, pedestrian connections to the station and open space are also provided.

Any future expansion of the Tuggerah Centre for infill mixed use development, must resolve connectivity, amenity and flooding constraints.

Tuggerah East plays an important role in providing sport and recreational uses that service both local and regional populations. Any future intensification of Tuggerah East is to support further growth of these uses to strengthen Tuggerah East's sporting and recreational role within the Corridor.

1 Wyong Town Centre

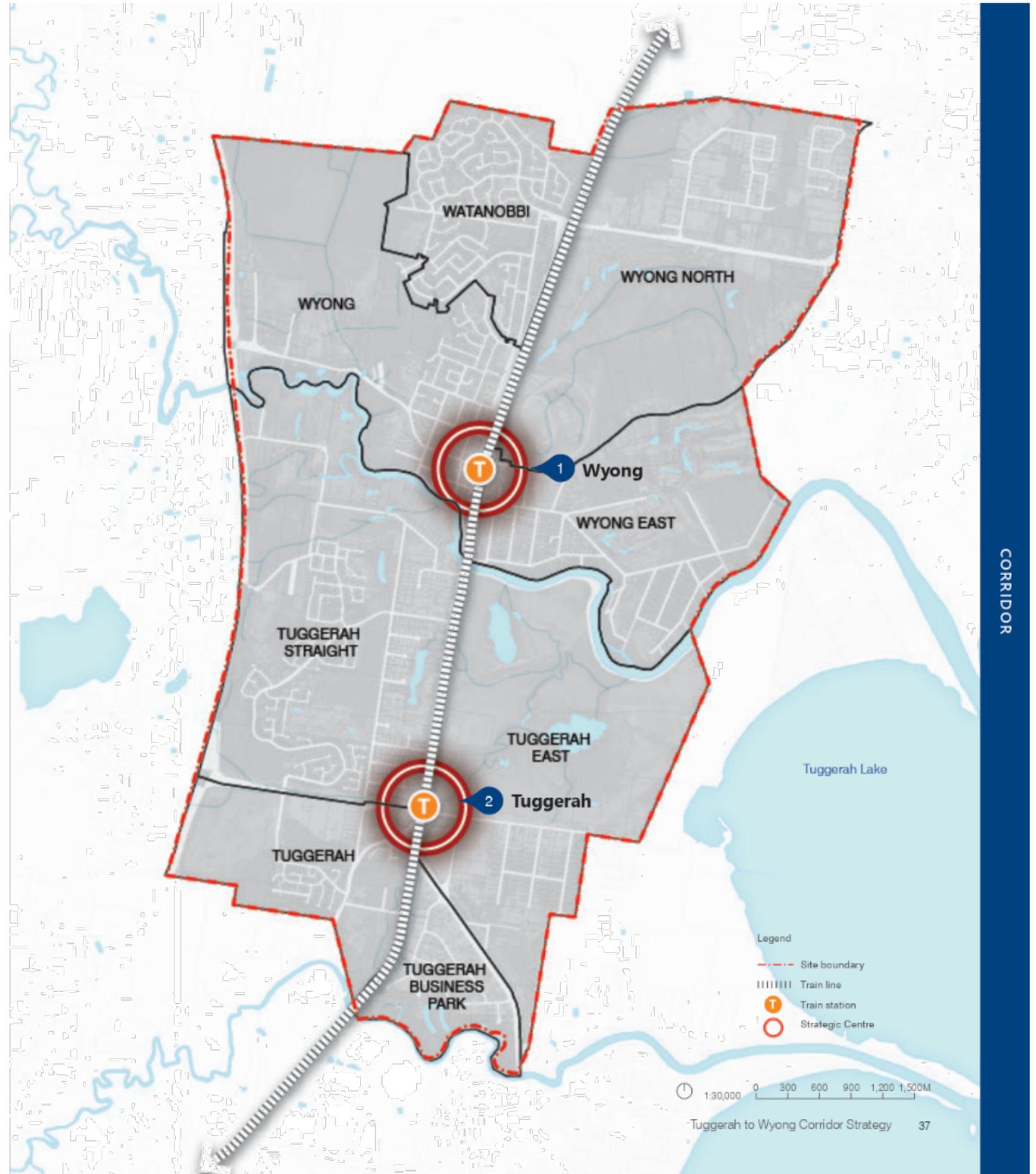


- Civic, cultural and community heart of the Corridor
- A centre that is green, cool and engages with the River.
- High quality, medium density mixed use development near a well-integrated station
- Opportunities to expand the town centre with mixed uses east of the station
- The highest quality public domain and development
- Offices, restaurants, hotels, homes and cafés make this a great centre to live and work.

2 Tuggerah Regional retail, business and service centre



- The Tuggerah centre is a great regional retail, service and community asset
- Support and enhance employment areas
- Medium to long-term mixed-use development in proximity to Tuggerah Station, following flood mitigation works.



CORRIDOR



Corridor strategy: Areas for growth



Direction 2

Ensure sufficient zoned land to accommodate population and employment projections

Action 2.1 Resist rezoning significant sites and releasing new urban land in the short to medium term

Projections and capacity testing demonstrate that there is sufficient residential land to meet residential targets to 2036 and beyond. These results are largely the result of the inclusion of the Tuggerah site in this analysis. Should this site not proceed to rezoning, then this analysis and strategy will require review. There are several strategic sites in the Corridor that would make great renewal sites, where they can deliver new infrastructure as part of an integrated mixed-use development. The sites could be important in delivering types of uses required as the Corridor evolves – like new office space in Wyong, or a new public park. Sites include:

- Areas adjacent to Tuggerah Train Station;
- Areas to the East of Wyong train station;
- Former Wyong Grove primary school.

In the meantime, Council will start establishing principles for the renewal of these areas in preparation for being approached by landowners in the future.

Council may consider proposals that have strategic and site-specific merit in the short to medium term in response to changing circumstances including demand drivers that may not be anticipated.

Action 2.2 Continue to monitor take-up and availability of industrial land in the Corridor

Based on past development trends there is enough industrial land in the Corridor to accommodate demand over the next 20 years (see capacity under current controls pages 22-24). If the rate of industrial land take-up increases in the future, the supply of developable and attractive industrial land may run out before 2036. Council should monitor the take-up rate and availability of industrial land and consult with local business owners about constraints on industrial development. Through this monitoring process, Council should also work with NSW Government to identify and understand any emerging issues that may impact the take-up of industrial land in the Corridor.

The land east of the Pacific Highway and north of Lake Road is subject to environmental and access constraints and is not considered attractive for development. For development to occur here access to the Lake Road area would need to be improved and flooding must be addressed.

Industrial land in the Corridor should be considered in the context of the broader region. An industrial land study was carried out for the former Wyong Council area in 2013 and concluded that there was 123 years of land

supply in the LGA, with a substantial amount of low-level constrained land available. Land supply thus outpaces demand across the LGA.

If attractive industrial land runs out in the Corridor but there is surplus land available nearby or in the Central Coast Region more broadly, it may not be necessary to rezone more land for industrial use within the Corridor. Instead, Council should plan for increased specialisation of the industrial precincts within the Corridor.

Action 2.3 Attract and retain business

With a good supply of suitably zoned land, the key challenge is to attract and retain business. Key strategies include:

- Continue to work with other agencies to bring a Food innovation hub to the Corridor. Refer to Action 11.2 for details.
- Consider additional co-work space in the town centre of Wyong. A small shopfront could provide space for small businesses that support other administration jobs in the centre, which is a growth area for the Corridor.
- Ensure businesses have certainty about the long-term security of employment lands, by resisting pressure for residential development in the area.
- Work with agencies to explore options for a Fast Rail stop in the Corridor.
- Continue to work with commercial providers to establish a 100GB/s high speed internet network to give local businesses and workers a distinct competitive advantage, and to support jobs within the Corridor.
- Review permissible land uses in B6 Enterprise Corridor and B7 Business Park, including limiting Serviced Apartment uses to ensure land is focused on attracting and retaining business.
- Finalise the draft Central Coast Economic Development Strategy and implement its identified priority Actions.

Guidance for future urban renewal sites

1

Tuggerah Gateway Site

The State Government has announced plans for the Gateway site at Tuggerah (Approx. 5000 dwellings and revamp of Westfield's shopping centre). The site's strategic location as a prominent gateway site should be considered in the site's development. Opportunities to maintain and enhance its landscaped character, and provide new connections, infrastructure and amenity should be considered.

2

Former Wyong Grove Primary School

The Former Wyong Grove Primary School presents opportunity to accommodate additional residential uplift beyond its current zoning. Strategically located within proximity to the Wyong Town Centre and the existing Wyong Train Station, it is in an ideal location to better accommodate increased residential projections.

3

Areas East of Wyong Train Station

Areas east of Wyong Train Station present a strategic opportunity for mixed use investigations. B4 Mixed Use zoning is preliminary identified to provide opportunities for improved integration with surrounding key sites. Any future rezoning of this site should consider planning controls which preserve existing non-residential Floor Space Ratio provisions to ensure existing employment land is not diluted and focus activity toward Howarth Street to facilitate activation and development of high street.



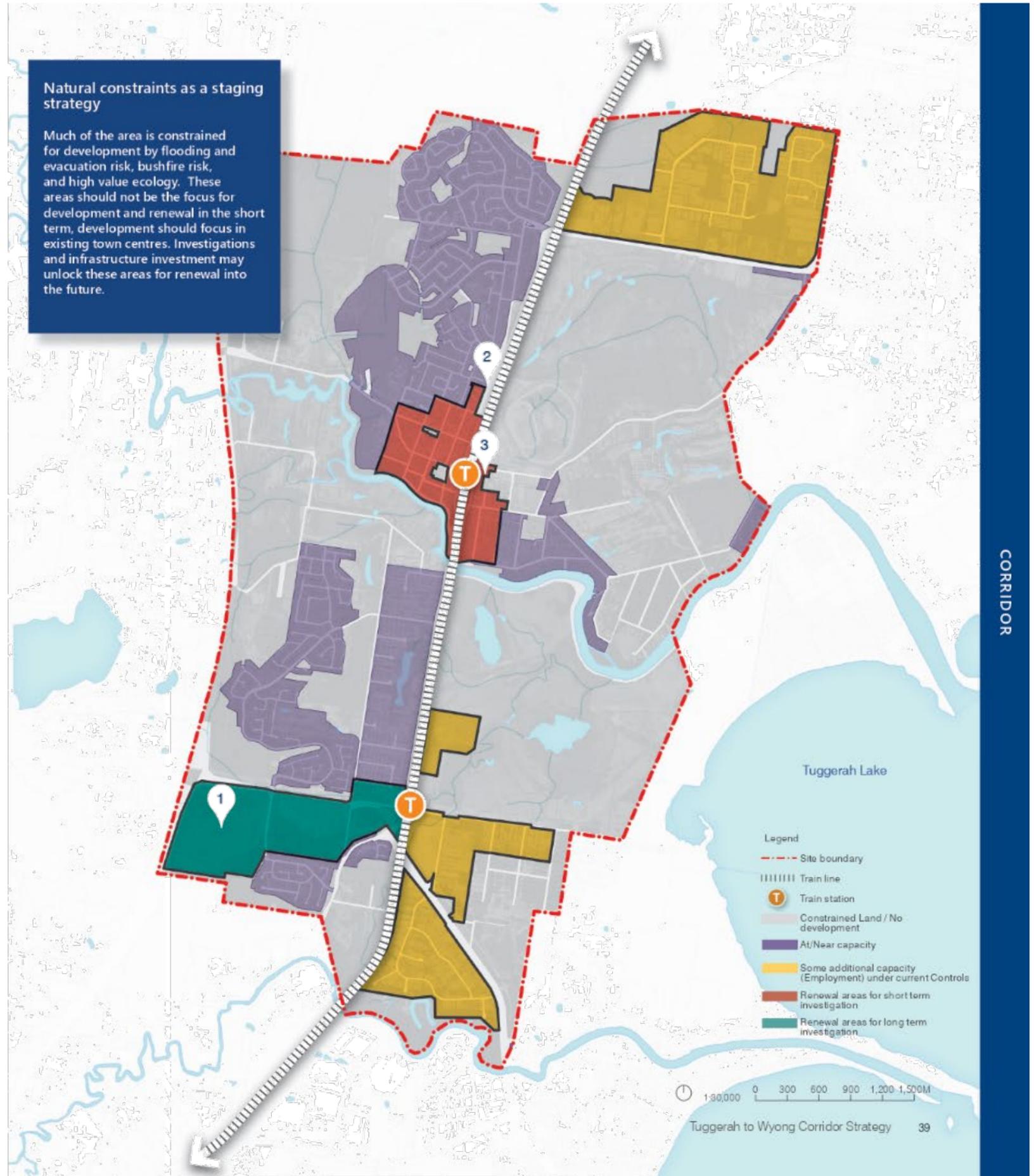
Former Wyong Grove Primary School site (Source: Google street view)



Tuggerah Gateway Site (Source: Department of Planning and Environment)



Wyong Town Centre (Source: Central Coast Council)





Corridor strategy: Transport and movement



Direction 3

Maximise connectivity between activity nodes and centres to support renewal opportunities

Action 3.1 Strengthen the existing cycle network

The Corridors' cycling network currently consists of fragmented on-road and shared links that do not provide a coherent, safe network for cyclists. There is significant opportunity for an improved cycle network that enables cyclists to ride between key destinations within the Corridor.

Council's Central Coast Bike Plan prioritises connections between centres, public transport hubs, schools and recreational / tourism routes. Council are finalising the Bike Plan and will implement the actions to deliver and maintain the cycling network, provide supporting facilities and encourage cycling as a mode of transport.

The Tuggerah Lake Loop is an existing, major commuter and recreational regional cycle link that connects the Corridor, Toukley and The Entrance. Part of this Loop is in the Northern Corridor. The alignment within the Corridor boundaries is primarily along the Pacific Highway and main roads. There are real opportunities to explore off-road routes through safer, scenic areas within the Corridor. These new sections of the Loop would have local and more District recreation and tourism impacts.

Council to undertake a detailed design and review

of the additional and alternative cycle connections identified on the plan opposite, with a view to their inclusion in the next revision of the Bike Plan. Some of these projects may be medium and long term opportunities as the centre changes over time.

Action 3.2 Reinforce key pedestrian links

The Corridor's pedestrian network is challenged by both topography and major road / rail infrastructure that present physical barriers to pedestrians. There is opportunity to improve pedestrian links and infrastructure within urban areas (such as Wyong Town Centre, North Wyong industrial area and Tuggerah) and employment / residential areas within 800m of train stations.

Council are to implement the actions and recommendations of the Pedestrian Access Mobility Plan (PAMP), with a particular focus on improving pedestrian amenity between Tuggerah Station and Westfield Tuggerah, as well as within Tuggerah Town Centre.

Council are to investigate further opportunities to deliver additional pedestrian infrastructure, including the Wyong River Foreshore Link (see plan overleaf) and inter-precinct links as part of a

revised PAMP that potentially extends beyond the 10 years.

Action 3.3 Investigate opportunities to strengthen the local street network

Some street networks within key employment areas lack legibility and permeability, presenting challenges for access and future growth. Council are to investigate further opportunities to strengthen the local street network within the Corridor, including a defined street hierarchy and delivery of key links, to support the continued growth of the Corridor's employment precincts.

New roads identified as part of this process will be subject to detailed investigations, design and planning should they go ahead. These roads will be delivered through private development.

Opportunities for improved local street networks for the North Wyong and Tuggerah precincts are detailed in their respective Precinct Strategies.

Future upgrades to the Bryant Drive, Reliance Drive and Wyong Road roundabout will be needed to facilitate further development within Tuggerah East. Council will work with Transport for NSW (TfNSW) to expedite potential upgrades to the roundabout.

Action 3.4 Minimise potential impacts of Pacific Highway Upgrades

Although the traffic benefits will be significant, TfNSW's proposed Pacific Highway upgrades presents a real challenge to the pedestrian experience and character of Wyong Town Centre, with a substantially wider road and heavier traffic impacting the centre's amenity.

Council will work with TfNSW on the finalisation of the Pacific Highway upgrades through Wyong Town Centre with the aim to minimise potential impacts on the centre's character, public domain amenity and ensuring that the east and west sides of the town centre are well-connected.

Action 3.5 Understand and leverage the opportunities associated with the Sydney to Newcastle fast rail project

The proposed fast rail project will reduce travel time from Gosford to the City from 1 hour, 19 minutes to 1 hour. The project will utilise existing infrastructure. As yet, the stops on this service are not confirmed. There are benefits associated with a stop at both centres – Tuggerah provides for more commuter parking services (giving many people access to Fast Rail services) and Wyong would benefit from improved connections between businesses, services and civic uses. Council will work with the NSW Government on any future progression of the project.

Action 3.6 Advocate for the completion of Pacific Highway upgrades and a link road to Warnervale

Traffic congestion through Wyong and along the Pacific Highway is regarded as a key issue for Wyong. Improvements will help to unlock future development potential in the area.

The improvements planned for the Pacific Highway through Wyong have been on the table for a long time. Council will continue to press the TfNSW for these works to be funded and undertaken as soon as possible. This will include advocating for a new link road connecting North Wyong to Warnervale.

Action 3.7 Implement the Transport Study

Council have prepared a Transport Study (appended at Attachment - Transport Study) to investigate future transport improvement opportunities within the Corridor that will achieve efficiency, sustainability and liveability. The Transport Study has identified Key Actions to be implemented by Council to enable future transport improvements that will facilitate growth within the Corridor to 2036.



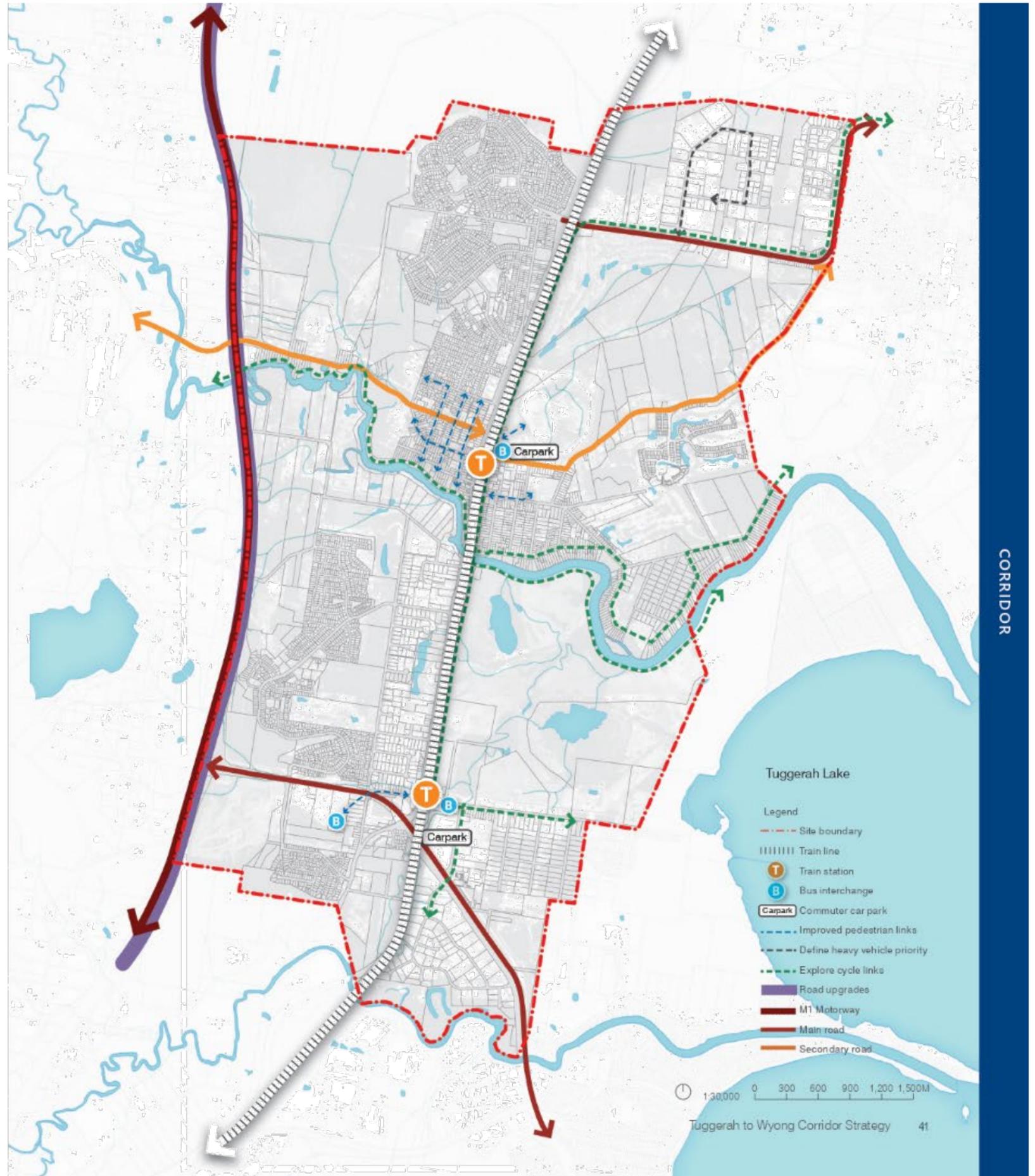
Sydney to Newcastle Fast Rail (image: www.nsw.gov.au)



Extract from Central Coast PAMP for Wyong and Tuggerah Priority Routes



Pacific Highway Upgrades (image: rms.nsw.gov.au)



CORRIDOR



Corridor strategy: Environment and Sustainability



Direction 4

Maintain and improve the areas strong relationship with green open space and the environment

Action 4.1 Maintain green gateways and movement Corridors

Entries to the area from the M1, Pacific Highway and Wyong Road are characterised by views of rural and bush landscapes. These experiences help to create a positive impression on residents and visitors and are a defining characteristic of the region.

Any future public domain works should retain and enhance the landscape aesthetic of the gateways, public transport arrival zones and movement Corridors, identified in the plan overleaf.

Future development and transport proposals should be assessed against their impact on or contribution to achieving this strategy.

Council are to engage directly with the TfNSW to ensure future upgrades to the Pacific Highway north of Tuggerah (especially through Wyong) include high quality tree and shrub planting that create an attractive green spine through the Corridor.

Action 4.2 Create a strong connection with the natural environment

Views and access to green open space and the natural environment are a great asset for the area. Key features such as the Wyong River have the potential to play an important role in attracting people to live and work in the Corridor.

Council will prepare a Green Grid implementation plan for the Corridor to maximise outdoor recreational opportunities, pedestrian links, wildlife corridors and protection of high conservation value habitat.

Council are to investigate key opportunities for enhancing connections to the surrounding natural environment.

Providing shaded public domain during the summer months can greatly improve the liveability for workers, visitors and residents in the Corridor, and provide habitat and character.

Council should finalise and implement its draft Greener Places Strategy. The Strategy provides a framework for the replacement of removed shrubs and trees and identifies opportunities to expand urban vegetation on the Central Coast.

Action 4.2 is to be undertaken in accordance with the NSW Government's Central Coast Strategic Conservation Plan, ensuring that growth is balanced with the protection of biodiversity at a landscape scale.

Action 4.3 Further flood planning investigations

The Corridor is widely affected by flooding, with a significant area below the 1% AEP flood level. These areas are generally located on low lying land within the catchments of Wyong River, Porters Creek and Ourimbah Creek, including the Pioneer Dairy wetlands, and present challenges in flood evacuation, flood safety, land use compatibility and building design.

Council are to regularly update the Corridor's Floodplain Risk Management Plans and flood planning controls. Development in areas with potential flood risk may be considered where flooding can be resolved and safe evacuation can be provided.

Flooding risks around Tuggerah Station must be resolved to enable urban renewal and densification in this area. This includes exploring the potential to provide floodwater detention

infrastructure to reduce flood affectation within the Corridor, and alternative housing typologies that reduce building footprints and manage more water in the landscape.

Action 4.4 Encourage sustainable employment opportunities

Council are to:

- Support employment opportunities that would encourage a just transition away from fossil fuels.
- Advocate for the establishment of a just transition authority to oversee the transition of local workers in the power and mining industries into new employment positions that reflect their skills training and current remuneration levels for future employment.
- Develop suitable employment lands as job hubs for industries such as renewable energy, smart manufacturing, robotics, ICT and other associated sustainable industries.



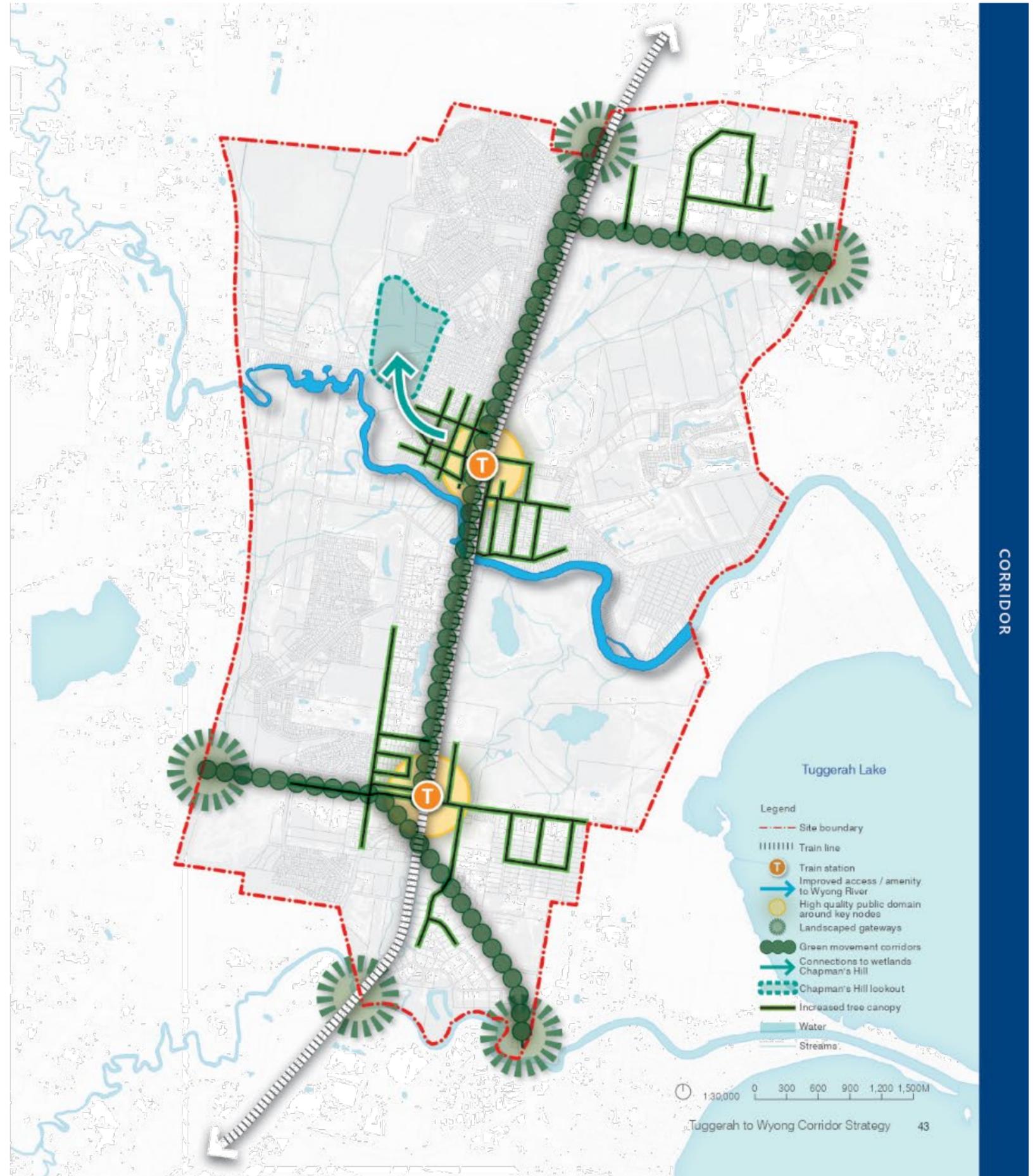
Highway entrance to Tuggerah from the M1 with mature forest provides an attractive landscape gateway (image: Google Street View)



High public domain (image: Lonsdale Street - TCL Landscape Architects)



Attractive views and planting along upgraded roads (image: Pacific Highway, Tuggerah)



CORRIDOR



Corridor strategy: Culture, recreation and tourism



Direction 5

Build on the Corridor's potential as a great destination for culture, recreation and tourism

Action 5.1 Establish the Corridor as a significant regional destination for recreation and sports tourism

The Corridor provides two distinct clusters of sporting facilities at Wyong and Tuggerah which form a part of the Regional Recreation Corridor (RRC). This includes the recently completed Central Coast Regional Sporting & Recreation Complex in Tuggerah, the aging Baker Park recreational precinct in Wyong, and a range of existing private sport and recreation establishments. As designated by the Central Coast Regional Plan, the RRC is to provide a concentration of regional sporting facilities which will provide a comprehensive group of recreational facilities that will be utilised by people living beyond the Corridor.

As a destination, the Corridor lacks a good selection of short-term accommodation that attracts corporate and recreational visitors to the area. With competition from coastal towns within the region, there is an opportunity to prioritise short term accommodation within the Corridor to leverage cultural, recreational, corporate and

tourist attractions in the area.

Council are to consider appropriate locations for complementary uses to enhance the recreational offer, including hotel accommodation, food and beverage and entertainment, allied services.

Council to investigate funding opportunities to strengthen the recreational offering within the RRC.

Action 5.2 Explore utilisation of Corridor's natural bushland areas as key attractors

The Corridor is endowed with beautiful natural bushland precincts that provide environmental amenity for residents, workers and visitors to the Corridor. These bushland precincts are not to be redeveloped for employment and residential uses as they provide a natural respite and provide opportunities to enhance interaction with nature. Enhancement of these features are also identified to improve the visitor experience in Wyong, contributing to the development of the local tourism industry.

Council will investigate how Council owned or controlled natural bushland areas can be utilised for educational and recreational purposes. The investigation should consider the provision of boardwalks, footpaths and viewing platforms to facilitate activities such as birdwatching, walking, cycling and bushwalking. Council will work with private landowners of natural bushland areas to encourage the promotion of these areas for education and recreation purposes.

Council will also need to work with stakeholders, land owners and Office of Environmental Heritage to ensure the integrity of the bushland areas are maintained while opportunities for recreational uses are delivered.

Action 5.3 Active Lifestyles Strategy

As the Central Coast population increases Council will need to plan for the sport and recreation needs of both residents and visitors to ensure that its suite of facilities and assets encourage the whole community to embrace the social, economic and environmental benefits of healthy lifestyle.

Council will prepare an Active Lifestyles Strategy to inform future planning. The study will audit existing assets, and then project future demand. The outputs will be a clear list of required infrastructure that will inform future LEP and DCP controls, and provide direction for renewal areas and Council open space assets.

It will be important that this Study considers overlapping opportunities to create character, habitat and connect into the NSW Government's broader Green Grid strategies.



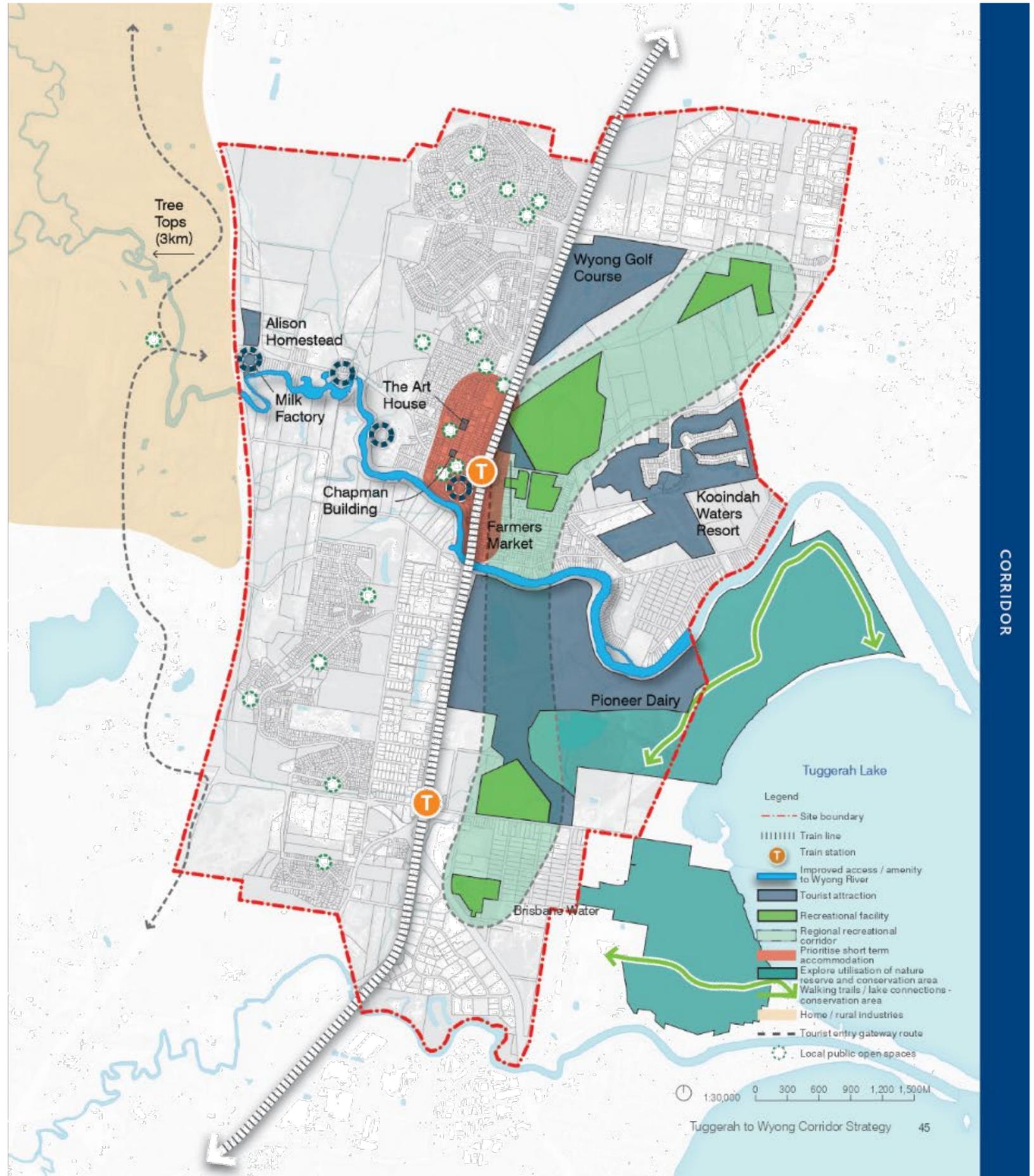
Tree Tops Central Coast (image: visitnsw.com)



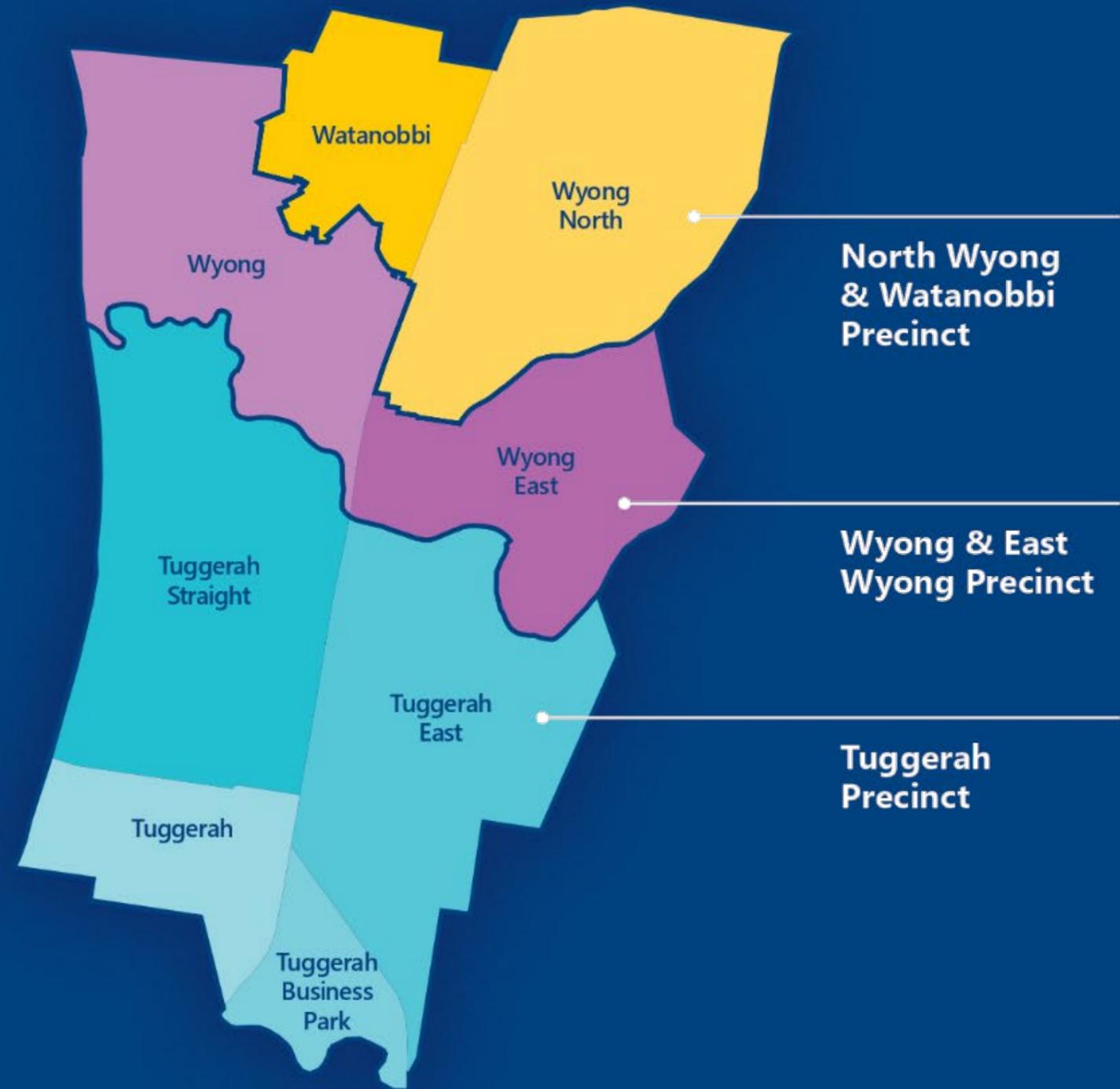
Central Coast Regional Sporting and Recreation Complex (image: Centralcoast.nsw.gov.au)



Narrabeen Lagoon Walk (image: Aspect Studios)



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Tuggerah to Wyong Corridor Strategy 45





North Wyong & Watanobbi

Wyong & East Wyong

Tuggerah

Precinct Strategies

The Corridor is made up of three precincts - each with a unique role in the function of the Corridor and the Central Coast Region. The aim of this place-based approach is to create precincts with their own identity that provides a range of experiences, diverse housing and jobs that support the success of the Corridor and enhance self-sufficiency for the Central Coast.

This section of the Strategy provides a vision statement and Structure Plan for each precinct, to guide planning and development in a balanced and sustainable way. Forecasts for each precinct will ensure that we stay on track to accommodate population and employment growth in the right places.



Tuggerah to Wyong Corridor Strategy



2036 Target:

-  **300 additional jobs**
-  **75 additional dwellings**

North Wyong & Watanobbi Precinct

North Wyong will continue to evolve and provide a highly attractive location for light industrial and enterprise uses.

The employment lands at North Wyong will develop into the future with planning controls that encourage a range of uses and new amenity for the people working there.

Smaller lots fronting the Pacific Highway with a generous landscape setback will provide an attractive gateway to the Corridor from the north. Rationalised vehicle access and circulation will help to improve traffic efficiency and safety.



Understanding North Wyong and Watanobbi



Aerial view of parts of the North Wyong Employment Area - the large areas of forest and open space provide good amenity for workers (image: Nearmap)



Well located employment zone

North Wyong employment area is well located on the Pacific Highway north of Wyong town centre. There are large areas within the precinct that are currently under-developed partly due to topography, areas of significant landscape and issues regarding access and circulation. Employment in this precinct grew strongly between 2011-2016.

The land zones within the precinct are consistent the vision for growth within the North Wyong employment precinct with Business Enterprise (B6) fronting the Pacific Highway and General Industrial (IN1) centrally located within the precinct. The existing land zones ensure heavy industry remains setback from the highway and more appropriate lighter industry addresses the Pacific Highway. The two zones also allow for higher order industrial and commercial development.



Pacific Highway, North Wyong (image: Google street view)

Large setbacks to Pacific Highway
Existing buildings are set well back from the Pacific Highway. There is an opportunity to improve the landscaping along the Pacific Highway and accommodate an active transport link (ATL) within the setback to provide an off-street cycle connection between Wyong, Watanobbi and North Wyong.



Landscaped gateway to North Wyong

The location of the Wyong Golf Club and open space areas on the south side of the Pacific Highway provide a green entry to North Wyong from the south.

Landscaping of the northern side of the Highway will provide a buffer to the employment area and provide a strong brand for the precinct.



Wyong Golf Course frontage (image: Google street view)



Coffee grinders (image: realecommercial.com.au)



Successful businesses

There are many successful businesses within the North Wyong employment area. The businesses benefit from great street exposure and access to the Pacific Highway. Employment in accommodation and food services grew strongly between 2011-2016, indicating a potential emerging specialisation in this area.



North Grounds cafe (image: Facebook)



Lucca Road entry off the Pacific Highway



Vehicle entries

There are currently three major vehicle entries off the Pacific Highway and many driveways to individual properties. There is an opportunity to consolidate vehicle entry points to the employment area and to improve the flow and safety of traffic along the Pacific Highway and access to properties.



Precinct strategy: North Wyong & Watanobbi

→ Direction 6

Maintain and encourage employment uses in North Wyong

Action 6.1 Promote a range of employment uses on B6 land in North Wyong to support and compliment the Wyong and Warnervale Town Centres

The B6 Enterprise Corridor zone in North Wyong enables a range of employment uses, including business and light industrial uses, with good access to the Pacific Highway. These land uses are to be encouraged in North Wyong to strengthen specialist employment opportunities within the precinct.

Retail uses will continue to be focused in Wyong Town Centre reinforcing its role as the town centre.

Action 6.2 Review Wyong Shire Development Control Plan 2013 Chapter 6.11 to ensure high quality landscaping amenity in the employment precinct

Council are to review the existing Development Control Plan 2013, Chapter 6.11 North Wyong - Enterprise Corridor and Industrial Precinct to ensure that future development will result in a green, vibrant employment area. The following should be considered in this review:

- Identification of a central green space that may be provided as part of the renewal of a large site. This space could become a hub for workers and provide more diverse recreation and social opportunities.
- A tailored front setback strategy that complements the hierarchy of streets. This may include smaller, more urban setbacks for narrow roads and more generous setbacks for the main entry road.
- Introduce minimum side and road setback controls, to ensure significant tree planting is provided on site boundaries.
- Encourage attractive and consistent landscaped frontage to the Pacific Highway that supports a new active transport link.

→ Direction 7

Rationalise access and circulation

Action 7.1 Consolidate access points to the Pacific Highway

Consolidating access points from the Pacific Highway to the North Wyong precinct will help to:

- improve traffic flow and safety along the highway
- reduce the number of vehicle crossovers into the precinct and minimize conflict between cyclists using a future active transport link (ATL)
- provide a large landscaped setback that maintains a green and attractive character for the area
- improve the visual amenity of the Pacific Highway

Council are to investigate the consolidation of vehicular access points (As shown within the precinct map) to individual lots fronting the Pacific Highway. Any new roads identified in this investigation, including potential signalised vehicular access points from the Pacific Highway, will be subject to further planning and design, with delivery and funding provided by developers.

Action 7.2 Improve the permeability and circulation within the employment precinct

Rationalising the street network within the precinct and providing street connections to link the major access points will:

- improve the permeability of the site for vehicles, cyclists and pedestrians
- improve connections between employment areas within the precinct
- provide safe vehicular access to the rear of properties fronting the Pacific Highway
- increase internal street frontages to properties within the precinct
- increase opportunities for on-street parking within the precinct
- create opportunities for improved public domain within the precinct.

Council to investigate a street link between London Drive and Lucca Road. Possible links could include (but not limited to) an extension of Lucca Road east to Amsterdam Crescent and/or an extension of Donaldson Road to connect to Brussels Road.

Landuse

-  Precinct boundary
-  Retain Enterprise Corridor Zoning (B6)
-  Retain General Industrial Zoning (IN1)
-  Retain Environmental Zonings (E2 & E3)
-  Retain Special Uses Zoning (SP2)

Public domain and recreation

-  'Green' gateway - create an attractive landscaped entry to North Wyong
-  Retain existing strands of vegetation where possible to provide high quality areas of open space for workers and visitor amenity
-  Attractive and consistent landscape frontage to Pacific Highway

Traffic and transport

-  Train line
-  Planned highway upgrade
-  Potential highway upgrade
-  Existing streets
-  Proposed street connections to improve internal access and permeability
-  Existing vehicle entries
-  Potential new vehicle entries - provide new access point to improve circulation and alleviate evacuation
-  Proposed active transport link (ATL)

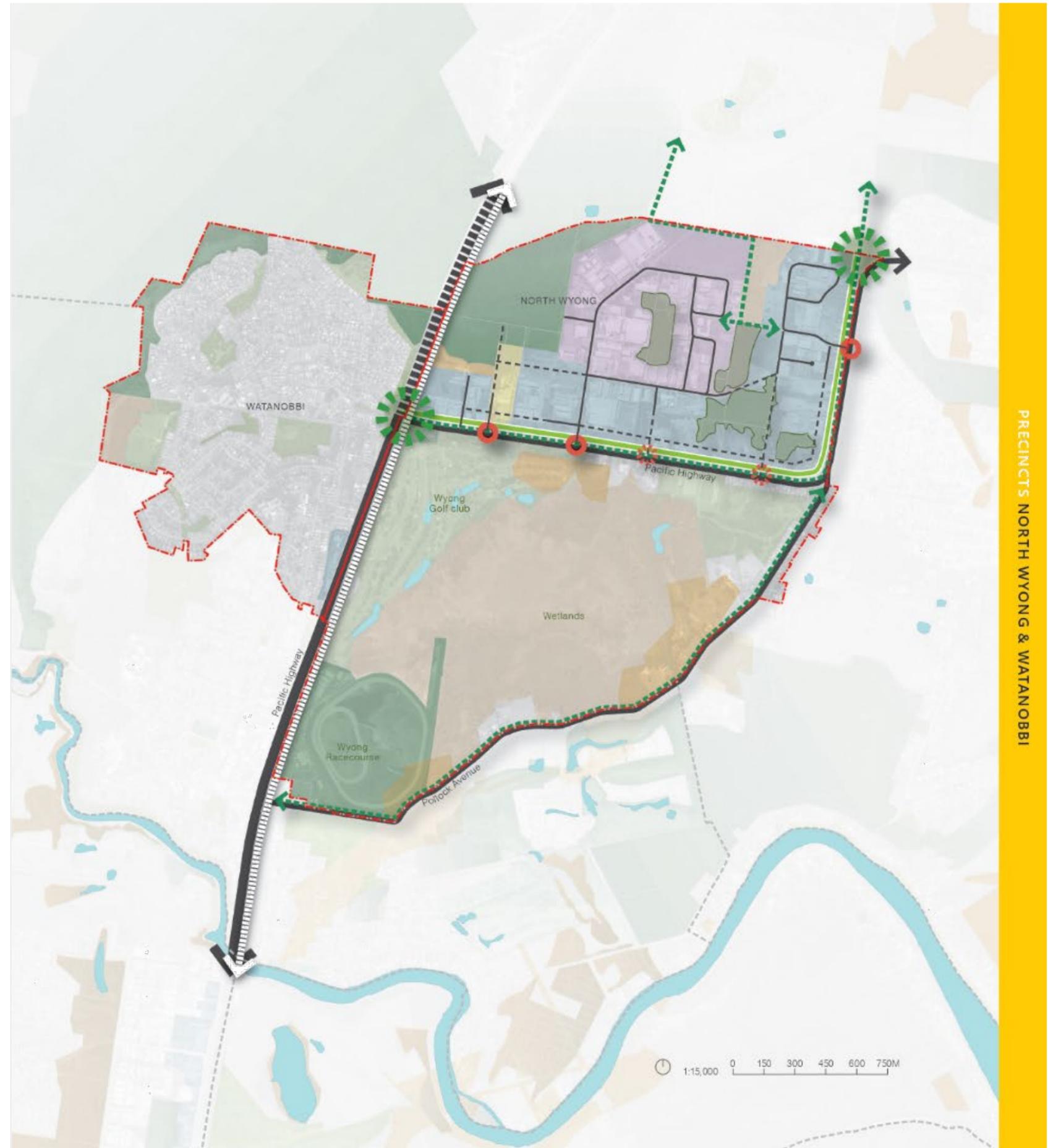




IMAGE PLACEHOLDER



Wyong & East Wyong

2036 Target:

-  **2,400 additional people**
-  **1,000 additional jobs**
-  **1,150 additional dwellings**

Wyong will consolidate and build on its role as the civic and cultural heart of the Corridor.

Wyong and East Wyong offer a great deal that already make it a uniquely liveable centre in the context of the surrounding region.

It will make the most of its attractive natural assets such as the beautiful river frontage along with its walkable Town Centre, cultural institutions, heritage buildings and great public transport connections to provide a great place to live and work.



Understanding Wyong



Wyong River



The Chapman Building est.1901

An established high street

Alison Street runs east-west through the centre of town with the train station located conveniently at its eastern end. This low scale high street offers an attractive fine grain shopping and eat-street experience away from the busy highway and will likely increase in popularity with time.



Heritage architecture

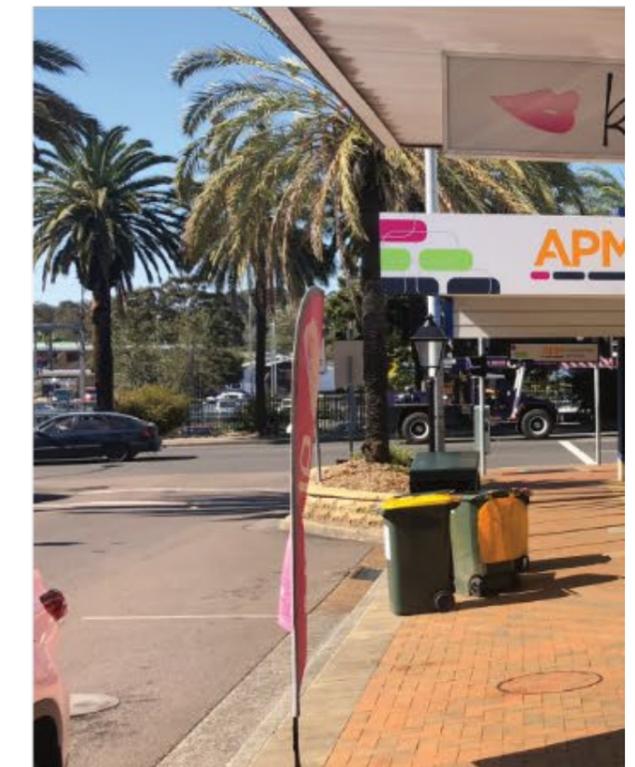
The town of Wyong dates back to 1888 and has many old buildings that contribute to its interesting and attractive character. This historic architecture, mixed in with more recent developments sets it apart from other centres in the region.



Attractive Wyong river frontage

The river creates a natural and wonderfully scenic boundary to the southern side of the town. There is already an established and well shaded walking path along top of the northern bank.

There is a fantastic opportunity to maximise public amenity by creating better links to and along its banks.



Alison Road shops



Wyong train station

Public Transport

Wyong is well serviced by heavy rail with direct links to Gosford, Newcastle and Sydney. There is also a bus interchange servicing a local catchment. Future upgrades will help to improve access to this important infrastructure and support new development.



The Art House Theatre



Cultural experiences

Wyong has a number of civic and cultural functions that broaden its appeal as a local and regional centre including the newly constructed 500 seat Art House Theatre.

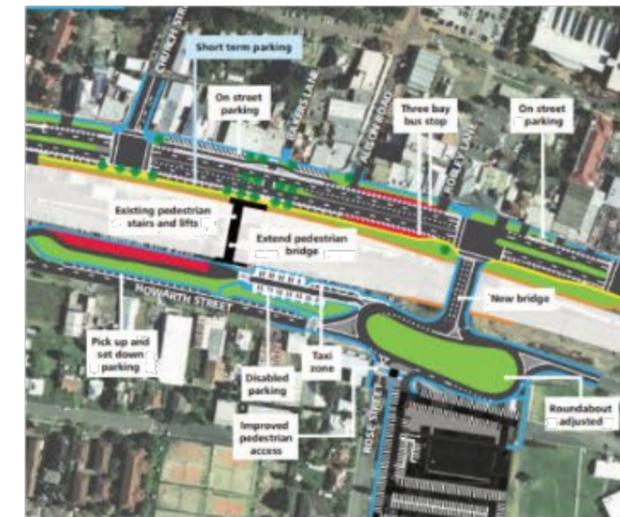


The Wyong Milk Factory on Wyong River



Recreation and lifestyle

There are plenty of recreational activities and places for families to get out in the open air and enjoy the scenery. The Wyong River offers a great environment as a day out for locals and visitors to the area.



Pacific Highway Concept Plans (source - TfNSW)



Pacific Highway upgrade

The TfNSW has plans to upgrade the Pacific Highway through Wyong Town Centre. Whilst this will improve traffic flow it will be crucial to ensure public domain, shop fronts and pedestrian connections between both sides of town are maintained.



Precinct strategy: Wyong & East Wyong

→ Direction 8

Celebrate Wyong's natural scenery and heritage character

Action 8.1 Improve access to and enjoyment of the river

The Wyong River is a fantastic natural asset that provides a tranquil connection with nature along the southern edge of the town. Access to water in any town (both visual or physical) is a highly desirable feature can make a big difference to people when choosing a place to live, work or visit.

There is currently a footpath along River Road and Panonia Road that extends west along the northern bank of Wyong River from the Wyong Bowls Club to the corner of Hope Street.

There may be an opportunity in the future for the existing river bank access to be improved to provide a safer and more amenable place for people to walk, sit or picnic whilst enjoying views over the water. Any improvements would need to have due regard to the sensitive nature of the riverbank, its vegetation and flooding constraints.

Council are to consider opportunities to improve access from Wyong Town Centre to the River and amenity along its banks. Consideration should also be given to opportunities to extend access along the river where practicable to provide an additional recreational resource.

Action 8.2 Celebrate and enhance existing heritage character of Wyong Town Centre

Wyong town centre has many older and attractive buildings that contribute to its rich and unique character. This heritage distinguishes Wyong from many other centres in the region.

Recent conversions such as the Chapman Building have demonstrated how heritage-listed buildings can be adaptively reused and restored to create a vibrant, diverse and attractive centre.

Council will undertake a review of the planning controls for heritage-listed sites as part of the comprehensive LEP process. The aim will be to ensure that the controls allow for adaptive reuse and some additional development capacity where appropriate - all with the intent to preserve and celebrate listed buildings in an urban context.

→ Direction 9

Reinforce the fine urban grain of Wyong

Action 9.1 Reinforce Alison Road as an active, successful high street

Alison Road is the primary high street and the main street connecting to the rail station hub and the eastern side of Wyong. It connects people with transport, parking, shops, cafés, services and the Wyong Town Park and extends west connecting to schools, TAFE and other key attractions. The street provides an important relief from the busy Pacific Highway with fine grain retail and eat street venues. Council will support the success of Alison Road as a High Street by:

- New DCP provisions that identify Alison Road as the primary retail street in the Wyong Town Centre. New detailed controls should be provided for renewal sites on Alison Road that are detracting from the street's character (primarily the Telstra and FACS sites). Consider a 'fine grain' control for new development with a maximum width control for new shopfronts, a requirement for retail uses at the ground level and ensuring a high level of transparency and activation.
- Working with the Council's Connected Communities team and the Chamber of Commerce to plan more events for the area, promoting local business and community participation.
- Work with TfNSW to investigate a pedestrian crossing at the end of Alison Road (see Action 10.1)
- Consider the need for additional street trees.
- Generally, retain on-street parking.

Action 9.2 Investigate opportunities to increase the utilisation and activation of laneways and arcades

With the planned upgrade to the Pacific Highway increasing the number of travel lanes and traffic flow through Wyong it will be important to provide alternate opportunities to provide fine grain shop fronts away from the busy arterial road. Already there are a number of cafés and smaller retail outlets occupying the arcade in the Gallery Precinct (linking Alison Road to Bakers Lane) as well as the more recent redevelopment of the Chapman Centre fronting Robleys Lane. Council will introduce new active frontage controls for exciting arcades that seek to ensure they are activated, safe, protected and minimise conflict between pedestrians and cars. Any new or proposed changes to existing laneways and arcades will be subject to further investigation, design and planning.

→ Direction 10

Connect to East Wyong

Action 10.1 Minimise adverse impacts of the proposed widening of Pacific Highway

The upgrade of the Pacific Highway through Wyong will provide important traffic improvements for people travelling within the region. However, the impact on the walkability, character and amenity of Wyong Town Centre should be carefully considered.

A review of current proposals suggests that there may be an overall loss in pedestrian amenity and walkability. Several heritage buildings are proposed to be demolished and some car parking might be lost.

Given the role of Wyong as the cultural and civic heart of the Corridor, and the role of great streets and public space in supporting economic outcomes for the centre, Council will work with TfNSW to help guide the design outcomes. In particular, Council should discuss the following with the TfNSW:

- A pedestrian crossing at Alison Road and Pacific Highway, connecting in to the retail high street.
- A design that accommodates significant trees and landscape outcomes.
- Although some parking may be lost, some on-street parking would help to buffer shop fronts from traffic noise.
- No reduction in footpath width, compared to the current situation.
- Investigation of strategies to manage freight access during the Pacific Highway upgrades while maintaining amenity in Wyong Town Centre.

Action 10.2 Investigate opportunities to provide an active street frontage along Howarth Street

With the planned future relocation of the bus terminal from the east to the western side of Wyong train station there is an opportunity for development fronting Howarth Street to provide a west facing activated street frontage. Council is to investigate changing the planning controls for land fronting Howarth Street and the bus interchange to accommodate increased densities and west facing active ground floor frontages.

Landuse

- Precinct boundary
- Centre boundary (refer to detailed plan page 56)
- Cadastre (property boundaries)
- East Wyong investigation area
- Medium density investigation area
- Recreational investigation area

Public domain and recreation

- Active high street
- Proposed direct pedestrian crossing between Wyong and Wyong East
- Improved pedestrian connection to racecourse
- Improved pedestrian cycle connections into town centre
- Improved pedestrian links to river
- Improved access / amenity to Wyong River
- Potential points of interest
- Attraction: Milk Factory
- Improve connections to lookout
- Chapman's Hill

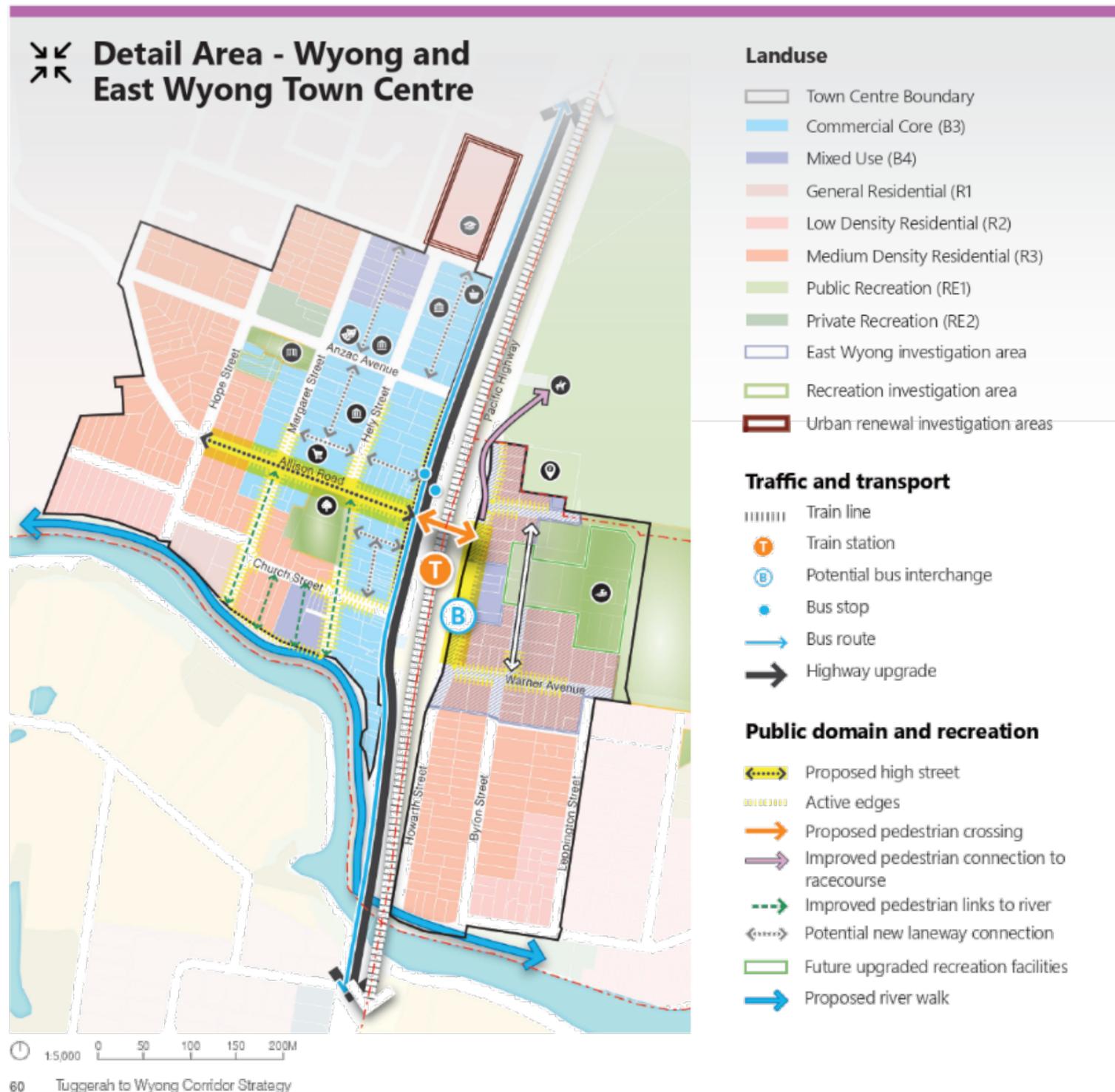
Traffic and transport

- Train station
- Planned relocated bus interchange
- Planned highway upgrade
- Potential Highway upgrade
- Existing roads
- Proposed roads





Precinct strategy: Wyong & East Wyong



Direction 10

Connect to East Wyong

Action 10.3 Investigate opportunities for Baker Park

Baker Park, the Wyong Olympic Pool and associated tennis courts provide an important recreational open space close to the centre of Wyong. With an area of almost 7 hectares, there is space to provide upgraded facilities, active recreation spaces, a more considered, town centre open space (no less than 2 hectares in size) as part of a mixed use development. Residential uses should only be permitted at the edges of the site where they are designed to improve activation and safety of the park. A new north south and east west connection through the precinct will improve walkability and create addresses for precincts in the park.



Lonsdale Street, Dandenong VIC (TCL Landscape Architecture)



Howarth Street Retail Frontages and Public Domain upgrades

Encouraging the redevelopment of properties fronting Howarth Street combined with the planned new bus terminal and investment in high quality public domain will help to create a new active street and destination in East Wyong.



Glee Coffee Roasters, Wyong



Activate laneways

There are a number of laneways in Wyong town centre that whilst currently allowing service access to commercial premises also offer an opportunity for additional small business' and retail activation. Similar to what have evolved in the Chapman Building & adjoining car park.



New Brighton Road, London (Gehl Architects)



Alison Road Public Domain

Alison Road should remain as Wyong's primary high street. The public domain is to be upgraded to reinforce this and provide an attractive and vibrant street that encourages increased commercial, retail and pedestrian activity.



Narrabeen Lagoon Walk (Aspect Studios)



Riverfront walk

An extended and upgraded river walk along the Wyong River will offer a valuable recreational attraction for locals and visitors and celebrate one of the areas unique natural assets. Similar projects throughout NSW and Australia have proven to be a huge success.





Tuggerah

2036 Target:

-  **1,850 additional people**
-  **2,100 additional jobs**
-  **750 additional dwellings**

Tuggerah will continue to provide employment, destination retail and transport opportunities.

The precinct will maintain and improve its employment lands and continue to offer an attractive place for business to locate close to regional road and rail transport.

Improved public domain connections to the train station will maximise the benefits of this important piece of public infrastructure whilst opportunities for future transport oriented development will be encouraged.



Understanding Tuggerah



Aerial view of Tuggerah



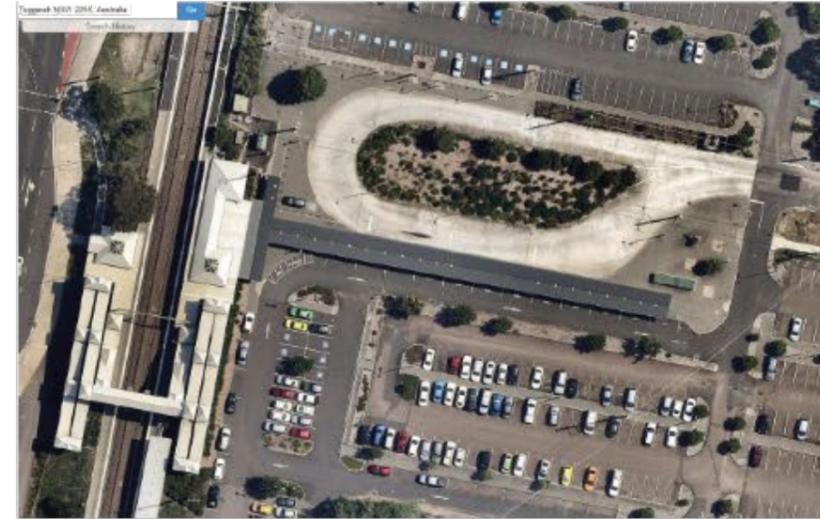
Tuggerah Regional Sporting Complex (image: Central Coast Council)

Major employment, retail and entertainment hub

Tuggerah is the major business hub and shopping area for the region. Tuggerah is ideally located on the main northern railway line providing excellent public transport links to Sydney and Newcastle with a bus interchange providing connections within the Central Coast. However, the public domain around the transport hub is poor. Increased development around the station and improved public domain will increase activity and create a safer and pedestrian spaces to encourage public transport use.



Tuggerah Regional Sporting Complex
A high quality sporting facility for the Central Coast region and beyond. Opportunities for associated development such as short-term accommodation, training and education facilities.



Tuggerah Station east side (image: NEARMAP)



Commuter parking
The commuter parking on the eastern side of Tuggerah Station dominates the precinct creating a poor pedestrian environment.



Tuggerah Station west side (image: NSWRail.net)



Tuggerah Station
The Pacific Highway and nearby roundabout create a traffic dominated environment and barrier to pedestrian access and movement.



Tuggerah Westfield (image: Visit NSW)



Westfield Shopping Centre
Is the major retail centre for the region. While car access is good, pedestrian links to the station are poor.



Wyong Business Park (image: Central Coast Business Investment)



Wyong Business Park
A successful employment area nearing capacity



Pioneer Dairy Wetlands (image: Central Coast Community News)



Pioneer Dairy Wetlands
A place of historic interest. There is opportunity for improved links to the dairy, through the wetlands and the lakefront. Increased employment opportunities such as eco-tourism.



Precinct strategy: Tuggerah

→ Direction 11

Maintain and encourage employment uses in Tuggerah

Action 11.1 Preserve existing employment zones

Employment lands in Tuggerah Straight, Tuggerah Business Park and bulky goods centre are to be preserved and enhanced to support future growth and development.

Council are to maintain employment land zones as part of the Central Coast Council LEP.

Any future development must not encroach onto Transgrid land as illustrated indicatively on the adjoining land use plan.

Council will investigate opportunities for improved road linkages and urban renewal north of Johnson Road within Tuggerah Straight (illustrated in grey hatch overleaf), subject to resolution of flooding constraints. Any future urban renewal will need to ensure employment uses are preserved.

Action 11.2 Investigate food innovation hub

Council are to work with relevant stakeholders to investigate an appropriate site to suit the needs of the proposed centre for food science, testing, research and development. The site will require easy access to Pacific Highway and M1 to access food producers and manufacturers. Council to consider sites large enough to accommodate future expansion of the facilities and allied development.

→ Direction 12

Utilisation of flood prone areas in Tuggerah

Action 12.1 Explore recreational uses in flood prone areas

The large area of flood plain/wetlands between the railway line and Tuggerah Lake, south of Wyong River is mostly undevelopable due to flooding constraints.

It remains highly likely that this land will remain as open space it provides the perfect opportunity for a range of passive recreational uses with access to the lakefront, riverfront and Pioneer Dairy Wetlands, while conserving, enhancing and celebrating the sensitive ecology and farming history.

Council are to investigate walking and cycle tracks (linking to Council's regional active travel network), eco-accommodation, education and tourist trails that could include and expand on the existing Pioneer Dairy Wetlands. Eco-tourism is to be encouraged as a visitor attraction and an additional form of employment growth.

Land Use

Retain existing zonings except changes to be investigated below:

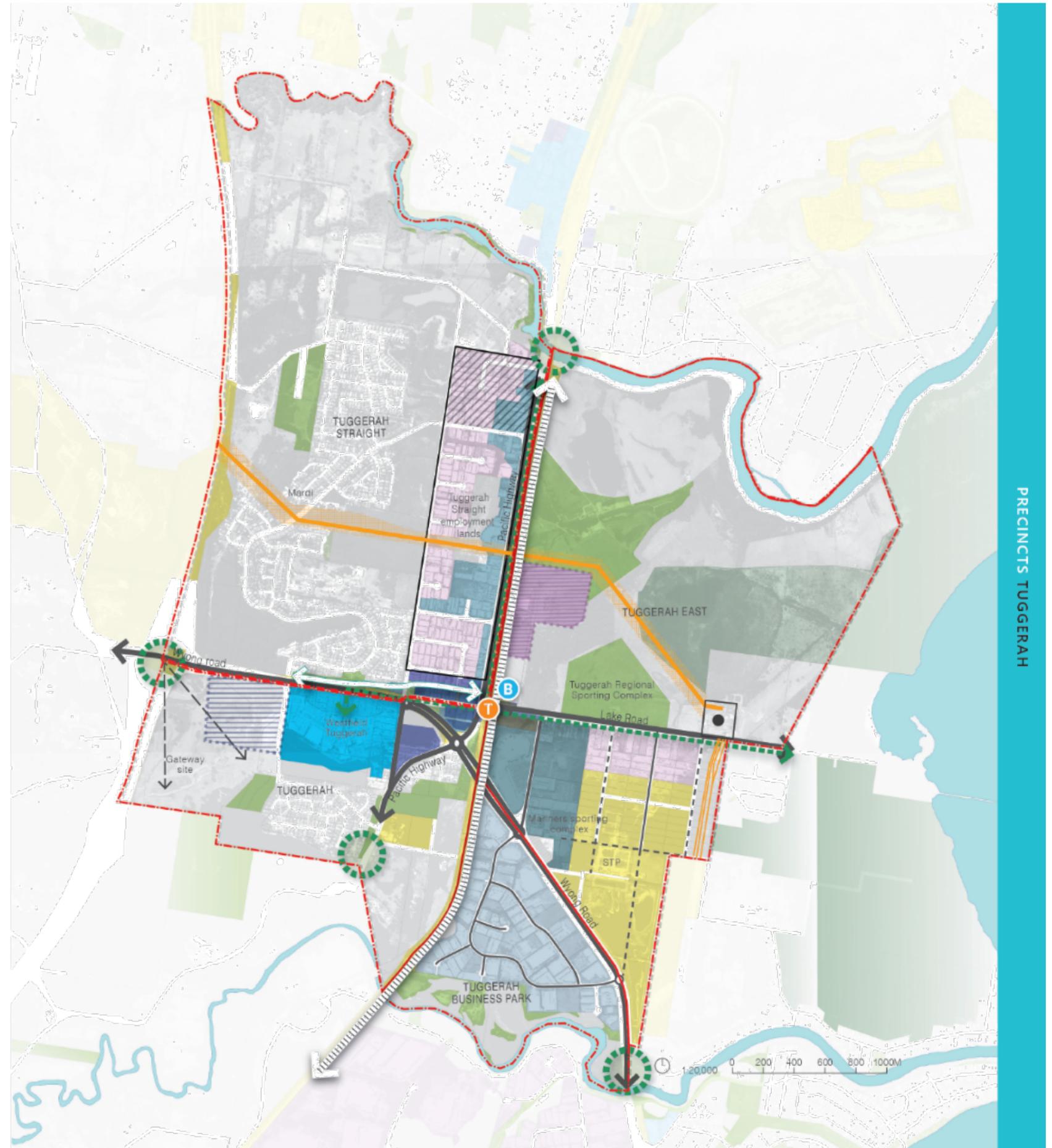
-  Precinct boundary
-  Consider how design controls can ensure development protects this scenic gateway
-  Investigate mixed use planning controls to encourage development around Tuggerah Station
-  Investigate development of food innovation hub in existing IN1 zone
-  IN2 Light Industrial Zone
-  B6 Enterprise Corridor Zone
-  IN1 General Industrial Zone
-  B3 Commercial Core Zone
-  B5 Business Development Zone
-  SP2 Sewerage System or Educational establishment
-  B7 Business Park Zone
-  Investigate improved road linkages and urban renewal

Public domain and recreation

-  'Green' gateway - create an attractive landscaped entries to Tuggerah
-  Retain and enhance areas of public recreation
-  Retain national parks
-  Improve access to water bodies
-  Investigate upgrade of creekline with improved pedestrian link
-  Significant view corridor from M1 interchange

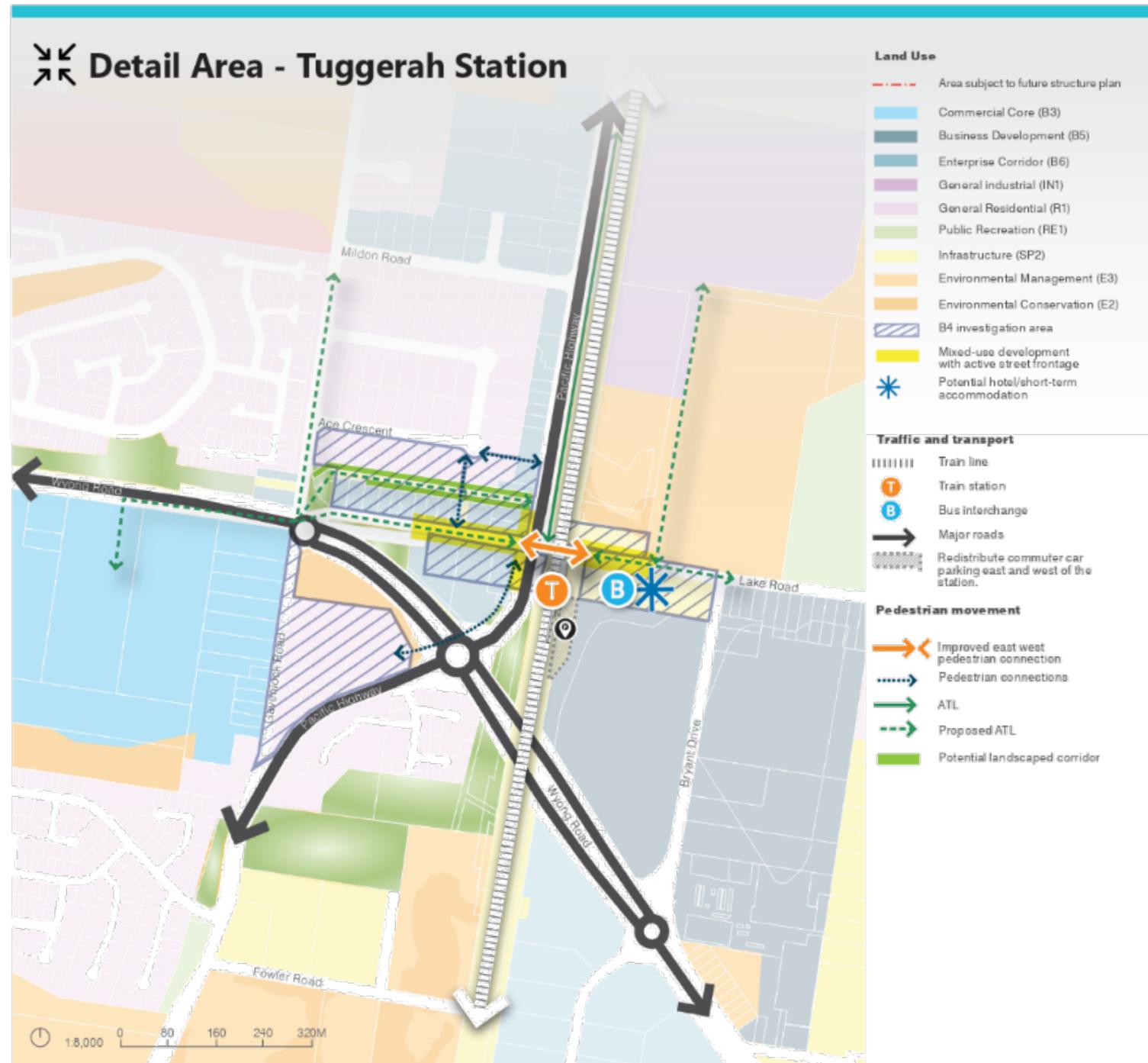
Traffic and transport

-  Train line
-  Train station
-  Bus interchange
-  Major roads
-  Existing local roads
-  Proposed roads - investigate an additional road link from Wyong Road into existing industrial area. Develop street network to improve access and circulation.
-  Proposed ATL - Provide safe pedestrian and cycle paths to areas of employment and recreation.
-  Electrical substation
-  Transgrid transmission line



PRECINCTS TUGGERAH

Precinct strategy: Tuggerah



Direction 13 Sustainable renewal in Tuggerah Town Centre

Action 13.1 Investigate transit-oriented development at Tuggerah Station

The immediate vision for Tuggerah is to continue to provide for employment growth and to support regional sporting, retail and entertainment facilities. Council to seek funding to investigate the development of mixed-use residential and short-term accommodation around the station. This may include investigations for flood mitigation in the area. In the longer term, renewal around the station may deliver additional local shops to service commuters as well as short-term accommodation to support the existing business park and regional sporting facilities. Intensifying development around the station will increase activity, creating a more vibrant and safer place. It is important that a plan is in place to future-proof land for renewal.

Action 13.2 Establish principles & key development outcomes for infill development on the Westfield Tuggerah Gateway site

The NSW Government has announced that it will be working with the landowners of this site to consider options for its development as an expanded shopping centre and for a range of uses which may include residential, transport, leisure, health and education uses. Should Council support development on this site, key principles and outcomes sought by Council should include, but not be limited to the following:

- Specific, place-based controls for lot size, deep soil and building design to ensure the precinct is dominated by large trees and landscape, to protect the rural landscape setting at the gateway from M1/Wyong Road interchange.
- A strategy for retention of water in the landscape.
- A strategy for pedestrian connections to the nearby centre and rail station.
- A robust, public street grid that connects to the existing station precinct and shopping centre.
- Minimum targets for non-retail employment uses to ensure a diverse centre which increases opportunities for residents to work near home.
- A minimum open space target of 25% of the site, excluding detention areas.
- A minimum 5% affordable housing target.
- Principles to reduce the generation and transportation of waste and recycling materials, and suitable locations for freight and servicing activities.



Potential low scale mixed use development and landscaping along Anzac Road.



Transit-oriented development
Opportunity for future low-scale mixed-use development around Tuggerah Station.



Padstow commuter car park, NSW (image: AW Edwards)



Tuggerah Station
Tuggerah Station could be improved by consolidating commuter parking into a decked parking station including cycle storage, unlocking land to develop some mixed-use development, short-term accommodation and public open space.



Edmondson Park Train Station, NSW



High quality public domain
Opportunity to provide high-quality public domain around Tuggerah Station to improve pedestrian amenity.



Improved signage to increase safety of pedestrian and cyclists in traffic dominated areas.

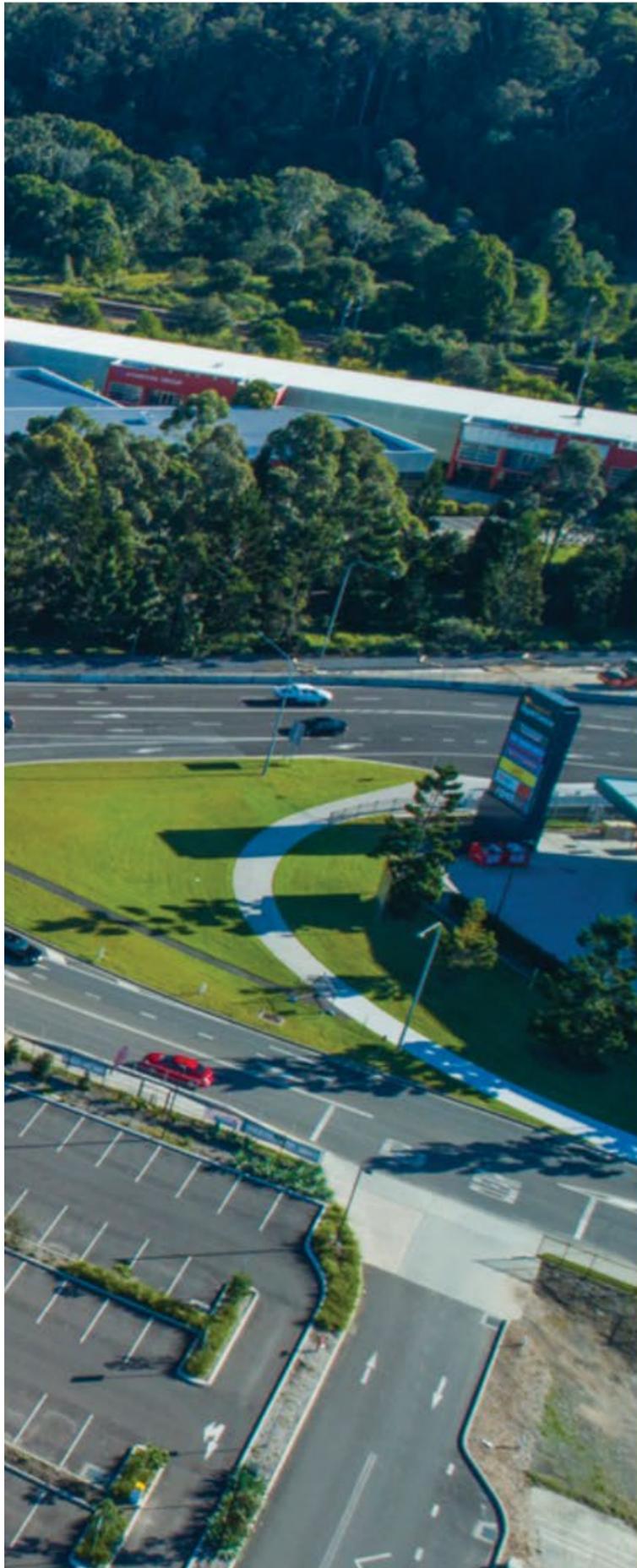


Cycle path through regenerated wetlands. Photo: Panboola Wetlands and Historic Reserve, Pambula, NSW,

Pedestrian and cycle movement

There is an opportunity to encourage pedestrian and cycle movement throughout Tuggerah by providing safe, attractive and shaded transport links, end-of-trip facilities and improved signage.





Implementation

The identification of priority actions and projects will be informed through the public engagement and consultation phase.

What	Who	When	How
Corridor			
Direction 1 - Capitalise on the unique role and function of each centre			
Action 1.1 – Reinforce Wyong as the civic and cultural centre	Council	Short – medium term	Review of planning controls and existing strategies to reinforce Wyong as the civic and cultural centre.
Action 1.2 – Plan for increased demand for retail uses in the future	Council	Short - Medium term	Prepare a Retail Strategy as part of the comprehensive Central Coast LEP. The Retail Strategy should review permitted retail land uses in the B5 zone and permitted residential land uses in the B6 and B7 zones.
Action 1.3 – Plan for the growth of Tuggerah	Council with NSW Government (including DPIE and TfNSW) and landowners	Medium - Long term	Work with NSW Government and landowners to develop a renewal plan for Tuggerah.
Direction 2 - Ensure sufficient zoned land to accommodate projected population and employment increases			
Action 2.1 – Resist rezoning significant sites and releasing new urban land in the short to medium terms	Council	Medium - Long term	Establish principles for the renewal of key sites.
Action 2.2 – Continue to monitor takeup and availability of industrial land in the Corridor	Council	Ongoing	Monitor industrial land take up and availability.
Action 2.3 - Attract and retain business	Council with NSW Government (including DPIE and TfNSW) and local stakeholders	Short, Medium and Long term	Work with various NSW Government agencies and local stakeholders.
Direction 3 - Maximise connectivity between activity nodes and centres to support renewal opportunities			
Action 3.1 – Strengthening the existing cycle network	Council	Short – Medium term	Implement actions of the Central Coast Bike Plan explore off road routes for the Tuggerah Lake Loop.
Action 3.2 – Reinforce key pedestrian links	Council	Short – Medium term	Implement actions of the Pedestrian Access Mobility Plan and investigate further opportunities to connect with Wyong River and employment / residential areas within 800m of railway stations.
Action 3.3 – Investigate opportunities to strengthen the local street network	Council with landowners / developers and TfNSW	Medium term	Investigate further opportunities to strengthen the local street network within the Corridor; work with TfNSW to expedite upgrades to Wyong Road roundabout.
Action 3.4 – Minimise potential impacts of Pacific Highway upgrades	Council with TfNSW	Short – Medium term	Work with TfNSW on the finalisation of the Pacific Highway upgrades through Wyong Town Centre.

Timeframes for the actions:

- Current (underway)
- Short Term (0-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

What	Who	When	How
Action 3.5 – Understand and leverage the opportunities associated with the Sydney to Newcastle fast rail project	Council with NSW Government (including DPIE and TfNSW)	Long term	Work with NSW Government on any future progression of the fast rail project.
Action 3.6 – Advocate for the completion of Pacific Highway upgrades and a link road to Warnervale	Council with TfNSW	Medium – Long term	Work with TfNSW to have the link road funded and delivered.
Action 3.7 – Implement the Transport Study	Council	Short – Medium term	Implement the Transport Study.
Direction 4 - Maintain and improve the area's strong relationship with green open space and the environment			
Action 4.1 – Maintain green gateways and movement Corridors	Council with TfNSW and landowner	Medium - Long term	Work with TfNSW to ensure future upgrades of Pacific Highway includes high quality planting and greenery. Work with landowner to ensure the Gateway site retains its landscape aesthetic.
Action 4.2 – Create a strong connection with the natural environment	Council	Short - Medium term	Prepare a Green Grid implementation plan for the Corridor. Investigate key opportunities for enhancing connections to the surrounding natural environment. Finalise and implement the draft Greener Places Strategy.
Action 4.3 – Further flood planning investigations	Council	Ongoing – Long term	Regularly update the Corridor's Floodplain Risk Management Plans and flood planning controls. Explore the potential to provide floodwater detention infrastructure to reduce flood affectation within the Corridor.
Action 4.4 – Encourage sustainable employment opportunities	Council	Ongoing - Long term	Ongoing support for sustainable employment opportunities. Advocate for the establishment of a transition authority. Develop suitable employment lands as job hubs.
Direction 5 – Build on the Corridor's potential as a great destination for culture, recreation and tourism			
Action 5.1 – Establish the Corridor as a significant regional destination for recreation and sports tourism	Council	Ongoing	Continue to support a concentration of sporting facilities within the Regional Recreation Corridor. Prioritise short term accommodation within the Corridor.
Action 5.2 – Explore utilisation of Corridor's natural bushland areas as key attractors	Council with landowners	Long term	Enhance bushland areas to improve the Corridor's visitor experience.
Action 5.3 – Active Lifestyles Strategy	Council	Short term	Prepare Active Lifestyles Strategy.

Timeframes for the actions:

- Current (underway)
- Short Term (0-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

What	Who	When	How
Precincts			
Direction 6 – Maintain and encourage employment uses in North Wyong			
Action 6.1 – Promote a range of employment uses on B6 land in North Wyong to support and compliment the Wyong and Warnervale Town Centres	Council	Short term	Review the land use controls for the B6 Zone as part of the comprehensive Central Coast LEP preparation.
Action 6.2 – Review Wyong Shire Development Control Plan 2013 Chapter 6.11 to ensure high quality landscaping amenity in the employment precinct	Council	Short term	Review existing DCP 2013 Chapter 6.11 North Wyong – Enterprise Corridor and Industrial Precinct.
Direction 7 – Maintain and encourage employment uses in North Wyong			
Action 7.1 – Consolidate access points to the Pacific Highway	Council with landowners	Medium – long term	Investigate the consolidation of vehicular access points.
Action 7.2 – Improve the permeability and circulation within the employment precinct	Council	Medium – long term	Investigate a street link between London Drive and Lucca Road.
Direction 8 – Celebrate Wyong’s natural scenery and heritage character			
Action 8.1 – Improve access to and enjoyment of the river	Council with landowners	Medium – long term	Wyong Structure Plan to consider opportunities to improve access from Wyong Town Centre to Wyong River and amenity along its banks.
Action 8.2 – Enhance existing heritage character of Wyong Town Centre	Council	Short term	Review the planning controls for heritage listed sites as part of the comprehensive LEP process.
Direction 9 – Reinforce the fine urban grain of Wyong			
Action 9.1 – Reinforce Alison Road as an active, successful high street	Council with TfNSW and Chamber of Commerce	Short term – medium term	New DCP provisions. Work with Council’s Connected Communities team and the Chamber of Commerce to plan more events in the area. Work with TfNSW to investigate pedestrian crossing at the end of Alison Road.
Action 9.2 – Investigate opportunities to increase utilisation and activation of laneways and arcades	Council	Short term	Wyong Structure Plan to investigate new active frontage controls for exciting arcades.

Timeframes for the actions:

- Current (underway)
- Short Term (0-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

What	Who	When	How
Direction 10 – Connect to East Wyong			
Action 10.1 – Minimise adverse impacts of the proposed widening of Pacific Highway	Council with TfNSW	Short – medium term	Work with TfNSW to help guide design outcomes of the Pacific Highway works.
Action 10.2 – Investigate opportunities to provide an active street frontage along Howarth Street	Council	Short term	In the preparation of the Wyong Structure Plan, consider opportunities to accommodate increased densities and active street frontages for land fronting Howarth Street.
Action 10.3 – Investigate opportunities for Baker Park	Council	Short – medium term	In the preparation of the Wyong Structure Plan, investigate opportunities to upgrade the recreational facilities and provide a new north-south and east-west connection through the precinct.
Direction 11 – Maintain and encourage employment uses in Tuggerah			
Action 11.1 – Preserve existing employment zones	Council	Short term	Maintain employment land zones as part of the Central Coast LEP.
Action 11.2 – Investigate food innovation hub	Council with stakeholders	Long term	Work with relevant stakeholders to investigate an appropriate site for a food innovation hub.
Direction 12 – Utilisation of flood prone areas in Tuggerah			
Action 12.1 – Explore recreational uses in flood prone areas	Council with landowners	Long term	Investigate walking and cycle tracks, eco accommodation, education and tourist trails that could include and expand on the existing Pioneer Dairy Wetlands.
Direction 13 – Sustainable renewal in Tuggerah Town Centre			
Action 13.1 – Investigate transit oriented development at Tuggerah Station	Council with NSW Government (including DPIE and TfNSW) and landowners	Long term	Seek funding to investigate the development of mixed uses and short term accommodation around the station. Investigations for flood mitigation in the area.
Action 13.2 – Establish principles and key development outcomes for infill development on the Westfield Tuggerah Gateway site	Council with NSW Government (including DPIE and TfNSW) and landowners	Short term	Develop key principles for the redevelopment of the Gateway site to inform future development.

Timeframes for the actions:

- Current (underway)
- Short Term (0-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)





Attachment - Transport Study

Tuggerah to Wyong Economic Corridor
Transport Study - GTA Consultants



Tuggerah to Wyong Economic Corridor Transport Study

Central Coast Council
Final Report



Prepared by: GTA Consultants (NSW) Pty Ltd for Central Coast Council
on 15/07/20
Reference: N185680
Issue #: A



Tuggerah to Wyong Economic Corridor Transport Study

Final Report

Client: Central Coast Council

on 15/07/20

Reference: N185680

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	31/03/20	Draft	Liam Clark	Anthony Leung	Nick Buchanan	-
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A	15/07/20	Final Report	Liam Clark	Nick Buchanan	Nick Buchanan	

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INTRODUCTION

1. INTRODUCTION

1

INTRODUCTION

1.1. Introduction and Scope

The Tuggerah to Wyong Economic Corridor ('the Corridor') is in the northern part of the Central Coast Local Government Area (LGA), located approximately 15 kilometres north of Gosford. It is surrounded by Warnervale, Lake Haven and Lake Macquarie to the north, Tuggerah Lake to the east and smaller towns and several National Parks to the west.

Action 3.7 of the Tuggerah to Wyong Economic Corridor Strategy (2019) from Central Coast Council (Council) states that Council will *"prepare a Transport Study to investigate future transport improvement opportunities within the corridor that will achieve efficiency, sustainability and liveability. A key aim of the study should be to enhance active transport options for workers and residents throughout the corridor, and identify any land acquisitions that may be required to accommodate new roads and links."*

Following on from this action, GTA Consultants (GTA) has been commissioned by Council to prepare the Tuggerah to Wyong Economic Corridor Transport Study. The Study will examine travel behaviours and profiles of residents and employees on a regional, Corridor and precinct level as well as the state of the existing transport networks covering public transport, active transport and road connections. This information will be used to inform future transport improvement opportunities within the Corridor that will achieve improved efficiency, sustainability and liveability for residents, visitors and workers in the Corridor, with a strong focus on public transport and active transport options.

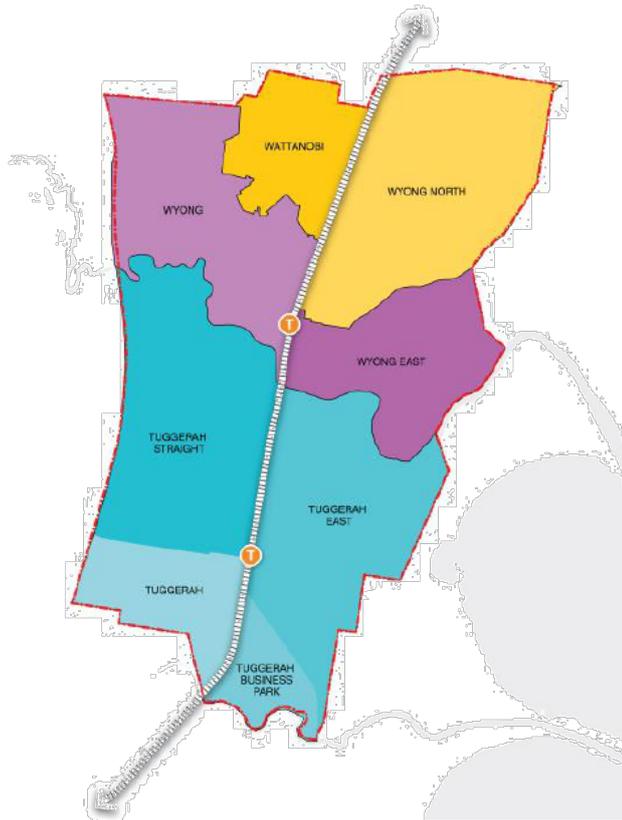
The early sections of this Study comprise an appraisal of the Corridor's underlying transport, land use and travel pattern conditions. Subsequent sections of this Study involve the identification of future transport improvement opportunities that culminate in the Tuggerah to Wyong Economic Corridor Transport Study.

INTRODUCTION

1.2. Study Area

The study area comprises the Tuggerah to Wyong Economic Corridor, as shown in Figure 1.1.

Figure 1.1: Study Area



Source: Draft Tuggerah to Wyong Economic Corridor Strategy

1.3. Objectives

The main objectives of this Study are to:

- Assess the capacity of the existing transport network in the Tuggerah to Wyong Economic Corridor
- Determine the future demand and impact of future development (as outlined in the draft Tuggerah to Wyong Economic Corridor Strategy) on the existing transport network
- Review known infrastructure commitments and timeframes for delivery both within the study area, and those external to the study area but potentially having an impact on the study area
- Determine key network infrastructure requirements for vehicles, pedestrians, cyclists and public transport based on predicted population and employment growth outlined in the draft Tuggerah to Wyong Economic Corridor Strategy

INTRODUCTION

- Ensure that the road network provides an efficient and safe network for public transport, pedestrians and bicycles and ensure alignment with the overall vision outlined in the draft Tuggerah to Wyong Economic Corridor Strategy
- Identify opportunities for improvements (short, medium and long term) to the existing transport network to improve all non-car modes of transport to help tackle car dependency and provide improved measures of efficiency, sustainability and liveability.

POLICY CONTEXT

2. POLICY CONTEXT

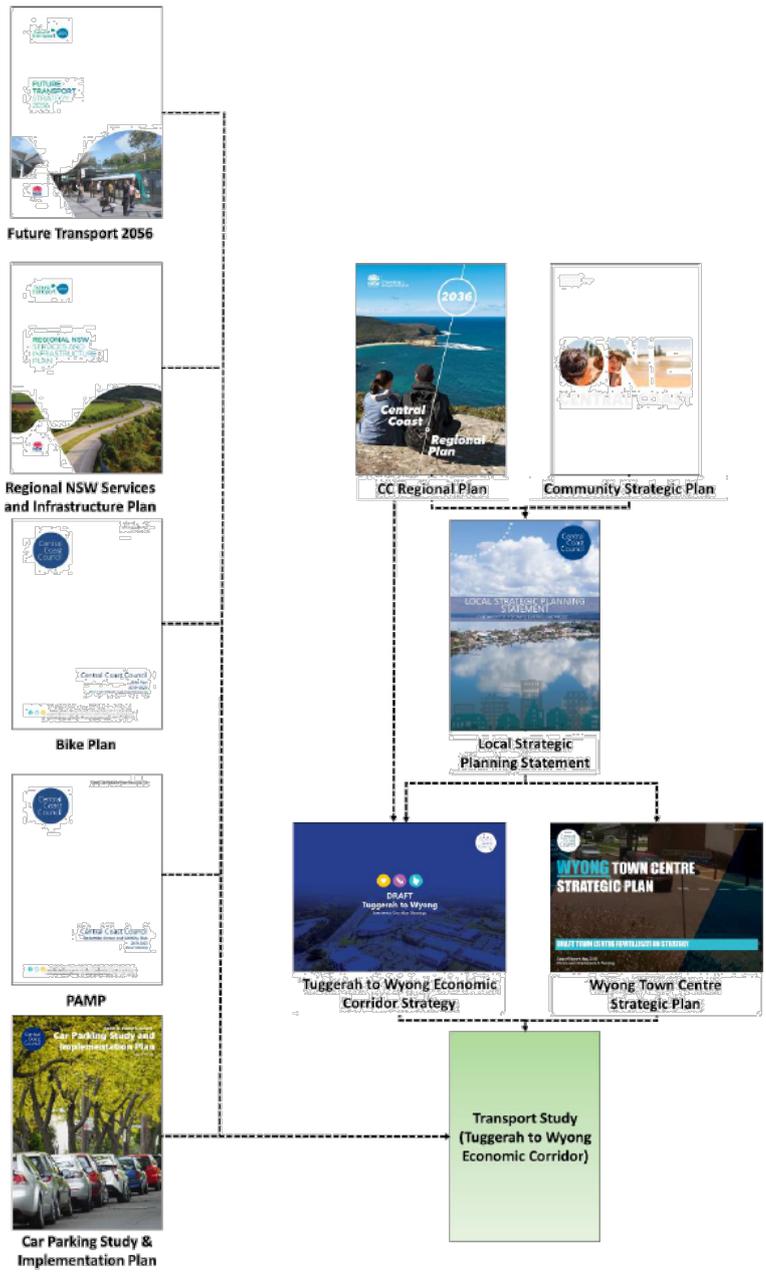
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POLICY CONTEXT

2.1. Policies and Strategic Context

Figure 2.1 depicts the relationship between existing State Government and Council plans and their interactions with the development of this Transport Study. These plans are summarised in the subsequent sub-sections.

Figure 2.1: Policy context



POLICY CONTEXT

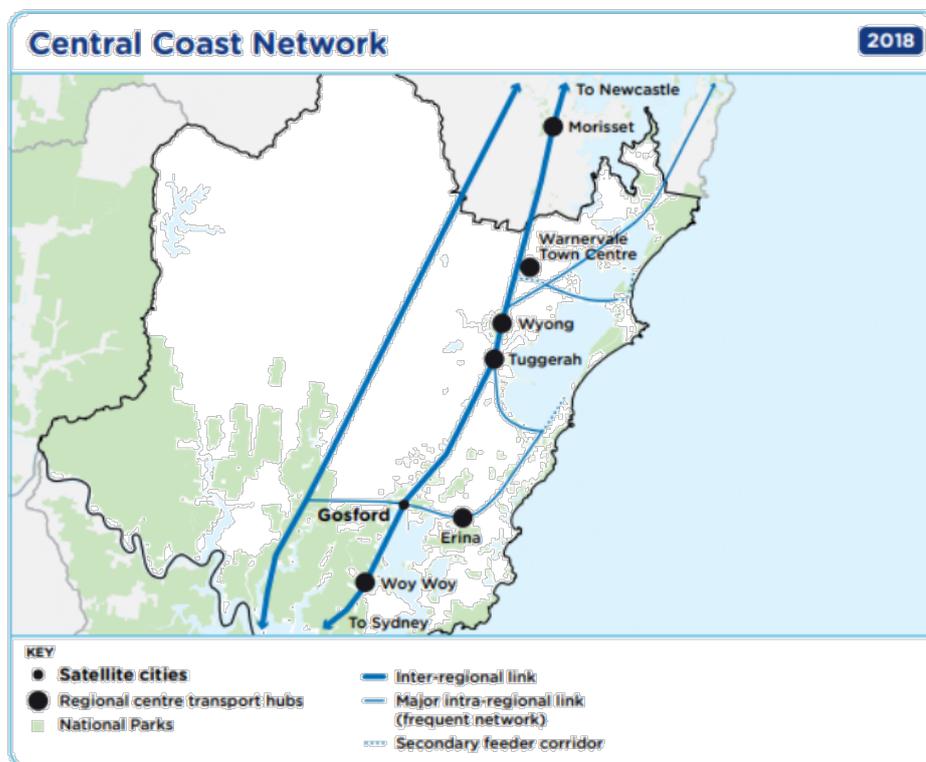
2.1.2. Regional NSW Services and Infrastructure Plan

The *Regional NSW Services and Infrastructure Plan (2018)* supports the *Future Transport Strategy 2056* by providing further detail on the vision and the delivery of specific projects across Regional New South Wales. The plan notes the two key projects to be delivered in the Tuggerah to Wyong Economic Corridor, including:

- Warnervale Link Road
- Pacific Highway upgrade through Wyong Town Centre.

Along with other projects adjacent to the Corridor, the plan depicts the future Central Coast network hierarchy, shown in Figure 2.3.

Figure 2.3: Future Central Coast Network



2.1.3. Central Coast Regional Plan 2036

The *Central Coast Regional Plan 2036 (2016)* (CCRP) provides the State-government led strategy to guide land use planning priorities and decisions over the period to 2036. Addressing issues concerning population growth, housing supply, economic development, agriculture, environment, heritage and culture, several high-level transport-related goals are stated:

- Plan for communities to be better connected by an integrated transport system that prioritises safe walking, cycling and public transport.
- Investigate options to improve public transport services and better link centres, corridors and growth areas.

POLICY CONTEXT

Regarding the Tuggerah to Wyong Economic Corridor:

- Create a diverse, connected and vibrant Tuggerah centre.
- Leverage the planned Pacific Highway upgrade and new Link Road to improve transport connectivity and amenity along the Tuggerah to Warnervale corridor.

2.1.4. Community Strategic Plan

The *One – Central Coast Community Strategic Plan (2018) (CSP)* is the product of extensive community consultation and stakeholder engagement, providing the community with the opportunity to have their aspirations and priorities incorporated into Council's strategic planning and service delivery. Relevant to this study, it is important to recognise the following transport-related priorities contained in the CSP:

- **H2:** Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods and community facilities.
- **J2:** Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport.
- **J4:** Design long-term, innovative and sustainable transport management options for population growth and expansion.
- **K1:** Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities.
- **K2:** Design and deliver pathways, walking trails and other pedestrian movement infrastructure to maximise access, inclusion and mobility to meet the needs of all community members.

2.1.5. Local Strategic Planning Statement (Draft)

Every Council in New South Wales is required to prepare a Local Strategic Planning Statement (LSPS) that sets out their 20-year vision for land use, to inform the development of an updated Local Environmental Plan (LEP) and Development Control Plan (DCP). Regarding the Central Coast, its 2020 LSPS Working Draft is intended to harmonise the State Government's *Central Coast Regional Plan 2036* with the *One – Central Coast Community Strategic Plan*.

Involving transport matters, the LSPS refers to the following planning priorities:

- Improve connectivity within and between centres.
- Provide efficient and accessible public transportation.
- Develop a region wide network of shared pathways and cycleways to maximise access to key locations and facilities.

Supporting these priorities are a series of actions:

- Implementation of the Movement and Place framework.
- Preparation of a Central Coast Future Transport Plan.
- Develop an Active Transport Strategy.
- Develop a Coast wide accessible and on-demand service.
- Implement the Pedestrian Access and Mobility Plan (PAMP) and Bike Plan.

The LSPS also recognises the committed Warnervale Link Road from Albert Warner Drive to the Pacific Highway.

POLICY CONTEXT

2.1.6. Tuggerah to Wyong Economic Corridor Strategy

Following on from higher level plans, the *Draft Tuggerah to Wyong Economic Corridor Strategy* (2019) ('the Strategy') provides a holistic vision for the Tuggerah to Wyong Economic Corridor. Containing a mix of strategies, directions and actions, the Strategy envisages a flourishing corridor with employment opportunities, housing choice, sporting venues, and passive recreational activities. Pertaining to transport, the Strategy details many fine-grain initiatives to support the overall vision, including:

Direction 3 (Transport and Movement) – Maximise connectivity between activity nodes and centres to support renewal opportunities:

Action 3.1: Strengthen the existing cycle network:

- Enable cyclists to ride between key destinations within the corridor.
- Maintain the cycle network, provide supporting facilities and encourage cycling as a mode of transport.
- Investigate opportunities to explore off-road routes through safer, scenic areas within the Corridor, as opposed to Pacific Highway and other main roads.

Action 3.2: Reinforce key pedestrian links:

- Improve pedestrian links and infrastructure within urban areas (such as Wyong Town Centre, North Wyong industrial area and Tuggerah) and employment/residential areas within 800m of train stations.
- Investigate further opportunities including the Wyong River Foreshore Link and inter-precinct links.

Action 3.3: Investigate opportunities to strengthen the local street network:

- As some street networks lack legibility and permeability, investigate further opportunities including a defined street hierarchy and delivery of key links.

Action 3.4: Minimise potential impacts of Pacific Highway upgrades:

- Minimise potential impacts on the centre's character, public domain amenity and ensuring that the east and west sides of the town centre are well-connected.

Action 3.5: Understand and leverage the opportunities associated with the Sydney to Newcastle fast rail project:

- Noting benefits associated with a stop at both centres (Tuggerah and Wyong), work with the NSW Government on any future progression of the project.

Action 3.6: Advocate for the completion of Pacific Highway upgrades and a link road to Warnervale:

- Press the RMS for the planned Pacific Highway works to be funded and undertaken as soon as possible.
- Advocate for a new link road connecting North Wyong to Warnervale.

Direction 7 (North Wyong and Watanobbi Precinct) – Rationalise access and circulation

- Action 7.1: Consolidate access points to the Pacific Highway.
- Action 7.2: Improve the permeability and circulation within the employment precinct.

Direction 10 (Wyong and East Wyong Precinct) – Connect to East Wyong

- Action 10.1: Minimise adverse impacts of the proposed widening of Pacific Highway.

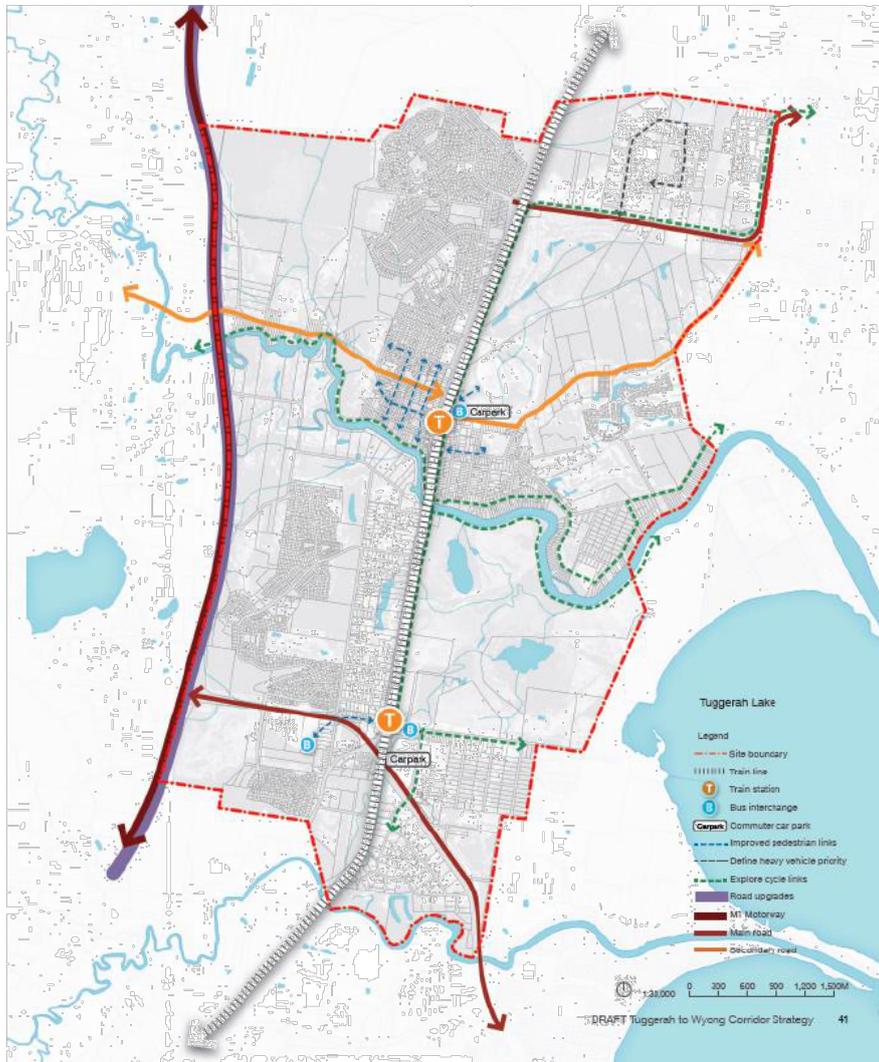
Direction 13 (Tuggerah Precinct): Sustainable renewal in Tuggerah Town Centre

- Action 13.1: Investigate transit-oriented development at Tuggerah Station.

The transport network shown in the Strategy is outlined in Figure 2.4.

POLICY CONTEXT

Figure 2.4: Corridor Strategy's future transport network



Source: Draft Tuggerah to Wyong Economic Corridor Strategy

2.1.7. Wyong Town Centre Strategic Plan (Draft)

The draft *Wyong Town Centre Strategic Plan* (2019) consolidates previous precinct master planning undertaken for Wyong over the last 15 years. It also provides an important update to past plans, incorporating the themes found in the Central Coast CSP and the strategic goals of the Central Coast Regional Plan 2036 and Central Coast LSPS. The Plan notes that Wyong's disconnected street grid creates poor vehicular and pedestrian access in the east-west direction, leading to a concentration of activity on the western side of the town centre.

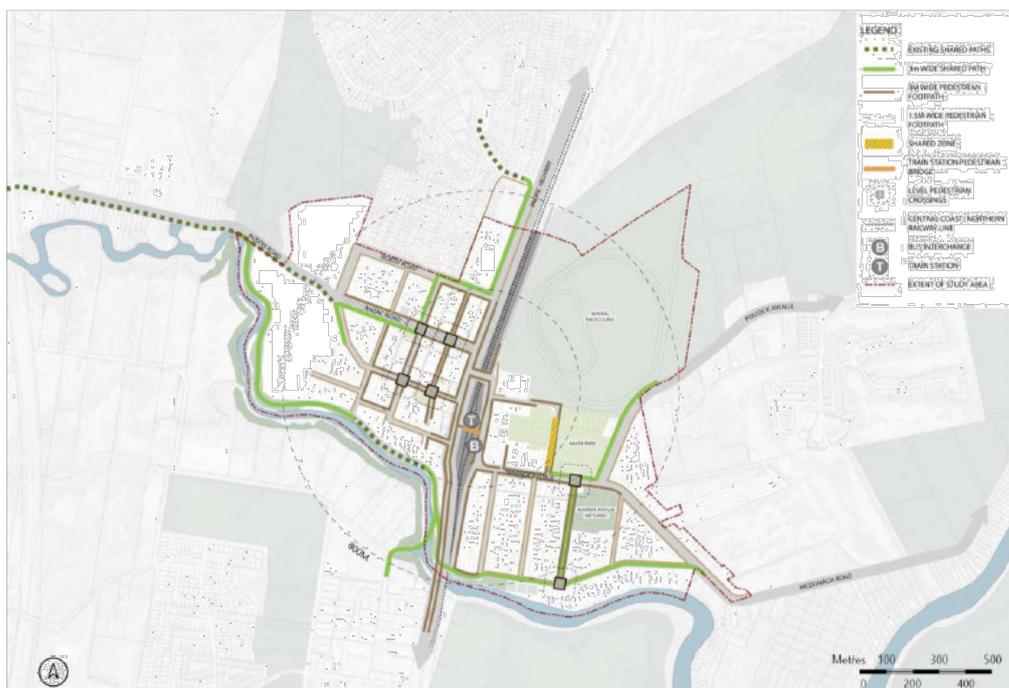
The Plan also identifies that the Pacific Highway bus interchange is significantly affected by congestion during peak hour traffic in terms of bus movements entering from and onto Pacific Highway, and that a relocation to the eastern side of the railway line may be an appropriate solution.

POLICY CONTEXT

On this note however, it is not immediate clear how a relocation to the eastern side would resolve bus congestion issues as many bus routes would still be subject to the same congestion along Pacific Highway before having to branch over to the eastern side of the railway line. Several other initiatives are also proposed in the Plan's *Pedestrian and Active Transport Strategy*:

- Improve disabled parking and taxi spaces east of the railway station.
- New station bridge to improve access between the Pacific Highway and the railway station, between Alison Road and Church Street.
- New shared pathway along Wyong River.
- Implement kerbless shared zones to emphasise the shared nature of the town centre's streets.
- Create a shared zone along Ithome Street in Wyong East.

Figure 2.5: Wyong Town Centre Pedestrian and Active Transport Strategy – Proposed Interventions



Source: Draft Wyong Town Centre Strategic Plan

2.1.8. Central Coast Bike Plan 2019-2029

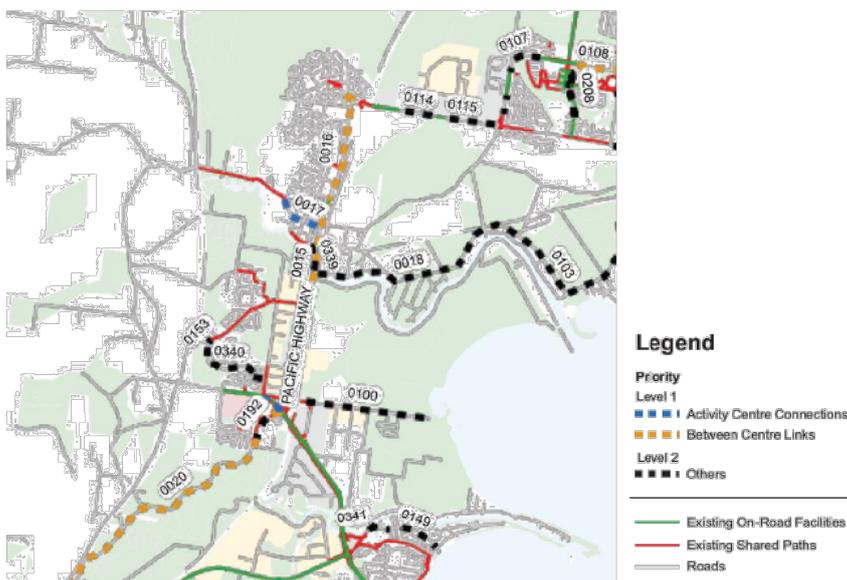
The *Central Coast Bike Plan (2019)* proposes 412 new shared path and on-road facility links, differentiated by whether they are connections within centres or connections between centres. The top priority project within the Tuggerah to Wyong Corridor – ranked 10th overall – is a regional shared path on the Pacific Highway from Johnson Road in Tuggerah to North Road in Wyong (0015 on map), which would 'close the gap' to Wyong by extending the existing Pacific Highway bi-directional separated cycleway from Tuggerah to Wyong, allowing a safer connection between Wyong and Tuggerah.

POLICY CONTEXT

Ranked 39th is a 134-metre segment of shared path on the Pacific Highway, connecting to the existing facilities at the Wyong Road intersection. The 56th priority is a regional shared path from North Road in Wyong to Britannia Drive in Watanobbi (0016), while Priority 81 (0114) and Priority 87 (0115) provide a combined 1,354 metres of shared path in the North Wyong Employment Area. Finally, ranked 113th is a regional shared path on Alison Road from Anzac Avenue to the Pacific Highway (0017). Combined, the Bike Plan estimates that these Schedule 1 works will cost \$6.6 million, adding 5.5km of new cycleways or shared paths to the existing network.

It should be noted that while there is a clear prioritisation of projects in the Bike Plan, Central Coast Council may deliver projects out of priority in order to accommodate other non-cycleway project dependencies and constraint, such as the Wyong CBD upgrade and Warnervale Link Road.

Figure 2.6: Bike Plan proposed routes



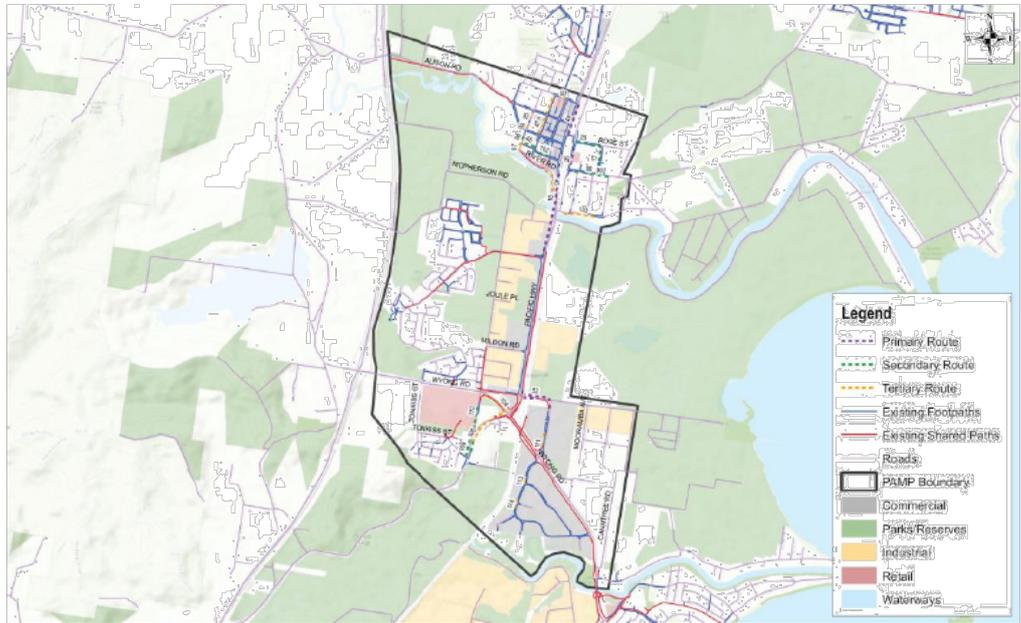
Source: Central Coast Bike Plan

2.1.9. Pedestrian Access and Mobility Plan (PAMP)

The *Central Coast Pedestrian Access and Mobility Plan (2019) (PAMP)*, developed concurrently with the Bike Plan, outlines the steps required to achieve Council’s vision of providing a safe, high-quality and well-connected pedestrian network. Identified as a strategic centre in the PAMP, a list of new pathways on priority routes were proposed for the Wyong/Tuggerah area as illustrated in Figure 2.7. Subject to budget availability, these pathways – amongst others in the Central Coast Local Government Area – will be funded and delivered according to their priority in the PAMP.

POLICY CONTEXT

Figure 2.7: PAMP Schedule 1 and Schedule 2 works



Source: Central Coast Bike Plan

2.1.10. Central Coast Car Parking Study and Implementation Plan 2020

Council has prepared the *Car Parking Study and Implementation Plan 2020* although it has neither been ratified by Councillors nor publicly released. This document sets out the key parking supply and management principles and actions for the entire LGA, while also applying these principles and actions to ten key focus areas in the LGA including Tuggerah and Wyong, culminating in short, medium and long-term actions for the focus areas. The main principles and actions and associated location-specific actions for Tuggerah and Wyong are summarised below.

POLICY CONTEXT

Figure 2.8: Key principles and actions of the Car Parking Study and Implementation Plan 2020



Source: Central Coast Car Parking Study and Implementation Plan 2020

Based on Figure 2.8, Council is focused on making the most of smart parking technology and parking demand and supply management techniques to support the supply and management of parking throughout the LGA. High-level actions from these principles include using parking apps that align with state-led technology as well as parking detection technology (sensors and license plate recognition), implementation of demand-responsive parking management techniques such as pricing, as well as rationalising the supply of parking through the removal of minimum parking requirements and repurposing long-stay parking for short-stay parking to support local activity centres.

In relation to Tuggerah, a specific action includes advocating TfNSW to fast track the delivery of additional commuter parking at Tuggerah Station in the medium-term (2028), as shown in Figure 2.9 below. The rationale behind this action is that it could encourage commuters away from Wyong, which could free-up parking capacity close to the Wyong commercial core, despite the community survey indicating the majority of respondents not willing to use an expanded Tuggerah commuter car park and the fact that commuter parking users tend to go to their nearest car park in advance of congestion bottlenecks. This action is in contrast to the *Car Parking Study and Implementation Plan's* principle of rationalising parking supply, including the specific action of "limit[ing] the future supply of parking within centres that have high access to public transport".

POLICY CONTEXT

Figure 2.9: Proposed expanded commuter car park at Tuggerah station



Source: Central Coast Car Parking Study and Implementation Plan 2020

In Wyong, specific actions include:

- Short-term – Increase utilisation of the existing Rose Street commuter car park, which had 180 vacant spaces during peak periods according to a 2018 weekday survey (refer to sub-section 4.7.1 below), by improving directional signs and marketing.
- Medium-term – Advocate TfNSW to bring forward the delivery of the Rose Street car park expansion.
- Long-term – Investigate potential sites for a new parking station on the western side of the Pacific Highway.

These actions are depicted in Figure 2.10 below.

POLICY CONTEXT

Figure 2.10: Short, medium and long-term parking actions for Wyong



Source: Central Coast Car Parking Study and Implementation Plan 2020

The rationale behind advocating for the early delivery of the Rose Street car park expansion is not clear given the existing underutilisation of the existing Rose Street commuter car park and the specific short-term action of boosting its utilisation. Moreover, advocating for a commuter car park expansion and the long-term delivery of a new car park on the western side of the Pacific Highway diverges from the Car Parking Study and Implementation Plan's principle of rationalising parking supply, including the specific actions of "limit[ing] the future supply of parking within centres that have high access to public transport" and encouraging the use of alternative transport modes.

2.1.11. Summary

The strategic documents and plans set out by Council establish a strong vision for land use and transport for the Corridor and at an initial level have identified possible transport infrastructural interventions to realise this vision. In summary, there is a strong focus from these documents for the Corridor to become more integrated with the local community by having an accessible multi-modal transport network that prioritises safe walking, cycling and public transport connections to employment, community services and places of residence, as well as strong multi-modal corridor between Tuggerah and Wyong.

Underlying transport issues that have already been identified for the Corridor and the LGA include:

- Pedestrian safety, speeding and congestion near schools and town centres
- Commuter parking issues

POLICY CONTEXT

- Ensuring future growth in population, jobs and dwellings are supported by an adaptive transport system
- Connectivity to key destinations via walking and public transport, including between Tuggerah and Wyong
- The impacts of planned upgrades to Pacific Highway to the supporting transport network
- Street network permeability and legibility in Wyong and Tuggerah
- Severance issues between Wyong and Wyong East caused by the Pacific Highway and the railway line
- Ensuring the proposed Sydney to Newcastle fast rail project results in benefits to this Corridor, including a potential stop location.

LAND USE AND TRANSPORT
CONTEXT

3. LAND USE AND TRANSPORT CONTEXT

3

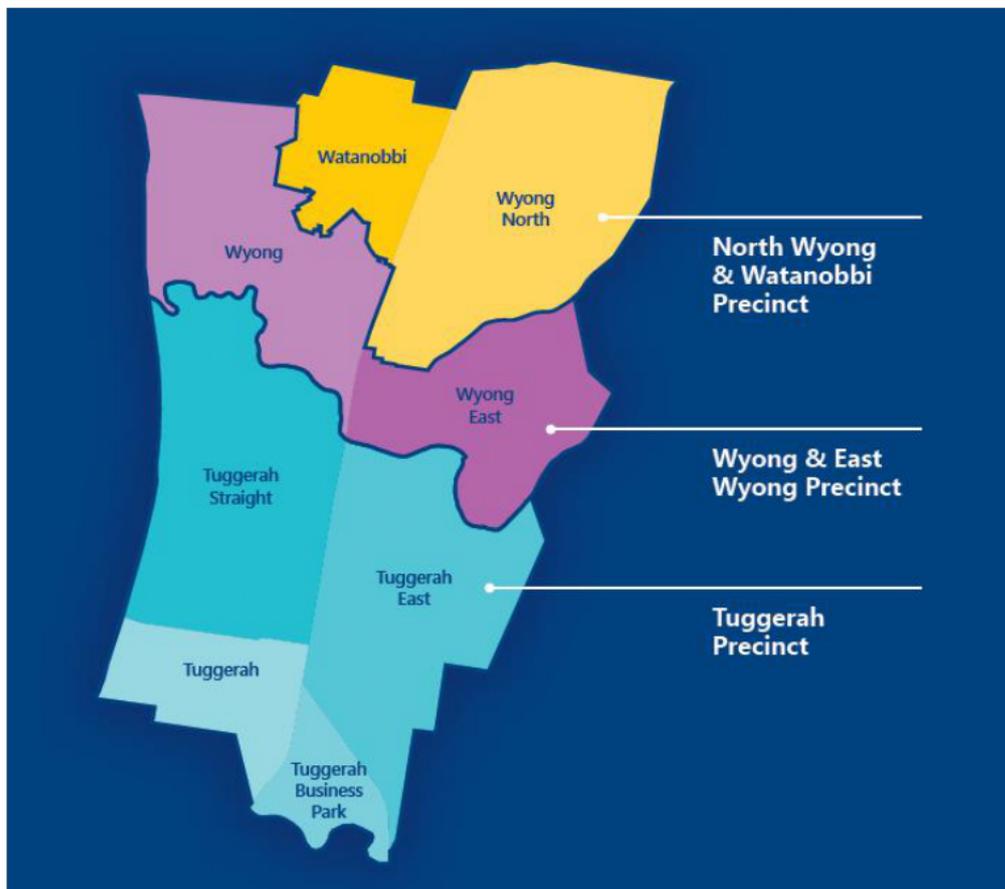
LAND USE AND TRANSPORT CONTEXT

3.1. Existing Land Use

For the purposes of land use planning in the Economic Corridor Strategy, the Corridor is divided into three precincts shown in Figure 3.1:

- North Wyong and Watanobbi Precinct
- Wyong & East Wyong Precinct
- Tuggerah Precinct

Figure 3.1: Tuggerah to Wyong Economic Corridor Precincts



Encompassing an area of 24 km², the Corridor is characterised by a variety of land uses, including residential, commercial, industrial and natural areas. It has a population of approximately 13,200 (2016 Census data).

Major features, attractions and employment centres of the Corridor include the Pacific Highway, Central Coast & Newcastle railway line, North Wyong Employment Area, Wyong Racecourse, Wyong town centre, Wyong TAFE Campus, Wyong River, Tuggerah Regional Sporting Complex, Tuggerah Straight employment lands, Tuggerah Business Park and Westfield Tuggerah.

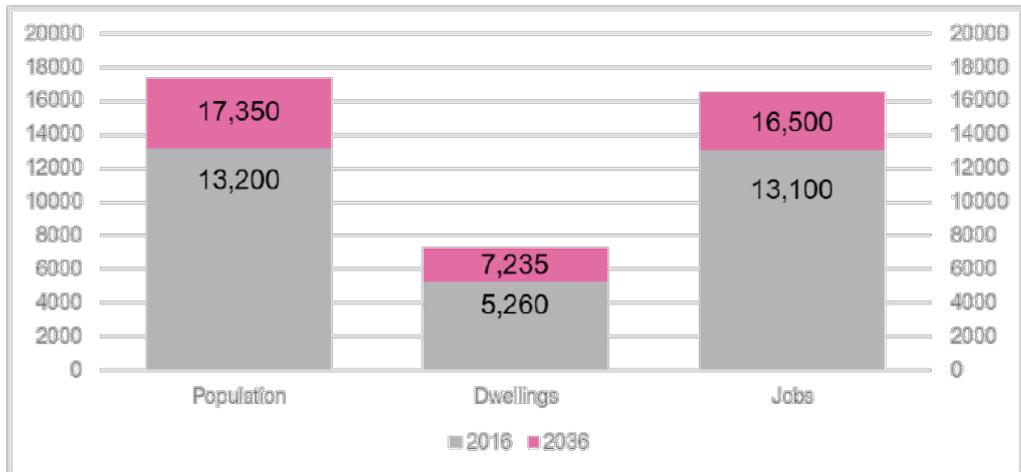
LAND USE AND TRANSPORT
CONTEXT

3.2. Population, Employment and Demographics

3.2.1. Population and Employment Growth

Figure 3.2 provides a summary of the projected growth in population, dwellings and jobs from 2016 to 2036. The population is expected to grow by 4,150 (31 per cent). The growth rate of dwellings exceeds population growth at 38 per cent, caused by an expected slight decline in the average household size (2.6 to 2.5). Local jobs are predicted to increase by 3,400, or 26 per cent.

Figure 3.2: Population and Employment Growth (2016-2036)



Source: Draft Tuggerah to Wyong Economic Corridor Strategy

As shown in Table 3.1, the majority (58 per cent) of the Corridor’s residential growth is expected to be within the Wyong and Wyong East Precinct and approximately 62 per cent of the employment growth is planned for the Tuggerah Precinct. These targets reflect the mixed-use nature of both Wyong and Tuggerah, yet also highlight the more dominant function of each town and their mutually supporting roles within the Corridor.

Table 3.1: Precinct Targets 2036

Precinct	Residents	Dwellings	Jobs
North Wyong & Watanobbi	+0	+75	+300
Wyong & Wyong East	+2,400	+1,150	+1,000
Tuggerah	+1,850	+750	+2,100

3.3. Demographics

3.3.1. Socio-economic Conditions

The Socio-Economic Indexes for Areas (SEIFA) is one measure of relative socio-economic advantage and disadvantage. Variables include but are not excluded to household incomes, employment status, educational attainment and English language ability. Nationally, Wyong is in the first quintile under this index and within the Central Coast it is the most disadvantaged suburb. Australian Bureau of Statistics (ABS) Statistical Areas 1 (SA1s) in Tuggerah and Mardi are less disadvantaged as they are in the fourth and second quintiles, respectively.

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Concerning transport, a low socio-economic index score is often linked to either lower rates of car ownership with a strong reliance on public transport or alternatively higher rates of car ownership combined with a higher proportion of household expenditure on transport costs due to a lack of convenient public transport options.

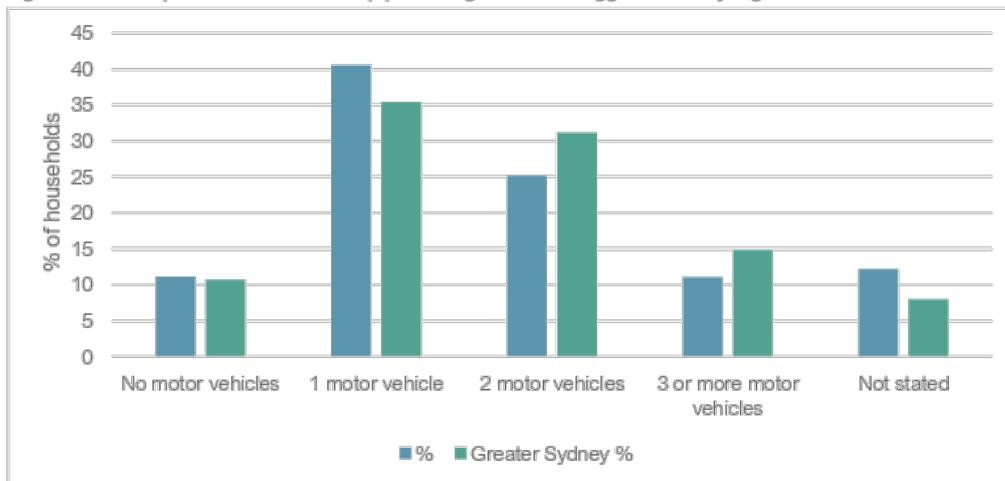
In areas with poor public transport, this combination of socio-economic disadvantage and public transport reliance is referred to as “transport disadvantage”, where there is significant difficulty in accessing employment, education, necessary services, social networks and opportunities for community participation, becoming ever-more challenging for vulnerable people to improve their situation. It is for this reason that an assessment of existing public transport services in the Tuggerah to Wyong Corridor, in Section 4.3, is an essential input into the planning for change and growth in the Corridor.

3.3.2. Car Ownership

Figure 3.3 depicts car ownership levels in both Tuggerah-Mardi (an aggregation of Tuggerah, Mardi, Tacoma South and Chittaway Point suburbs due to the shape of the statistical boundary) and Wyong for 2016, showing a distinct difference between the two areas. 58 per cent of households in Tuggerah-Mardi had access to two or more motor vehicles compared to only 35 per cent in Wyong. Conversely, only 36 per cent of households in Tuggerah-Mardi had access to one or no motor vehicles whereas this figure was more than half (53 per cent) of households in Wyong.

As the initial cost of car purchase and ongoing costs of petrol, registration, insurance and maintenance are relatively high compared to lower household incomes in Wyong, the financial commitment involved is a strong deterrent against car ownership, highlighting a critical need to improve non-car based transport services and infrastructure for this part of the Corridor for access to essential services, education, recreation and employment opportunities.

Figure 3.3: Comparison of car ownership percentage between Tuggerah and Wyong



Source: Australian Bureau Census of Population and Housing, 2016

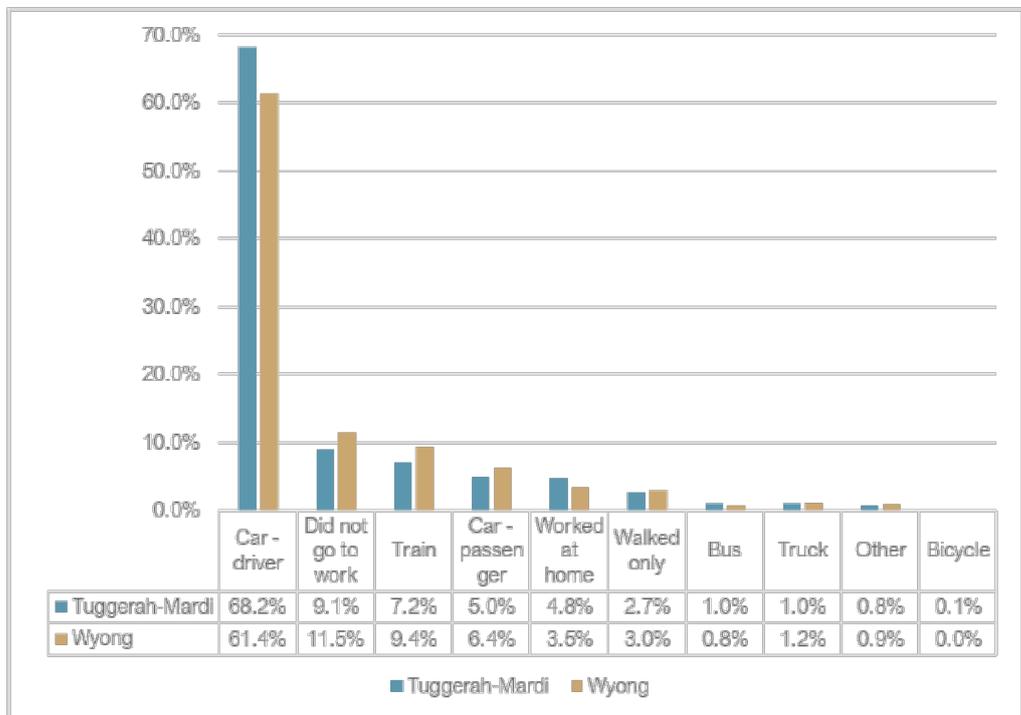
LAND USE AND TRANSPORT CONTEXT

3.4. Travel Patterns and Demand

3.4.1. Mode Split

Following on from this divergence in car ownership, it can be inferred that the car use is a more predominant mode of transport in Tuggerah-Mardi compared to Wyong. The 'Method of travel to work' data reveals that car use is the dominant mode of transport in Tuggerah-Mardi compared to Wyong, showing that 73 per cent of employed persons in Tuggerah-Mardi get to work by car either as a driver or passenger. This travel mode behaviour contrasts with Wyong where only 68 per cent of trips to work are made by car. This 5 per cent difference is redistributed towards a slightly higher percentage of people in Wyong that catch the train to work or did not go to work. The full mode split for Tuggerah-Mardi and Wyong is depicted in Figure 3.4.

Figure 3.4: Method of Travel to Work – Tuggerah-Mardi and Wyong

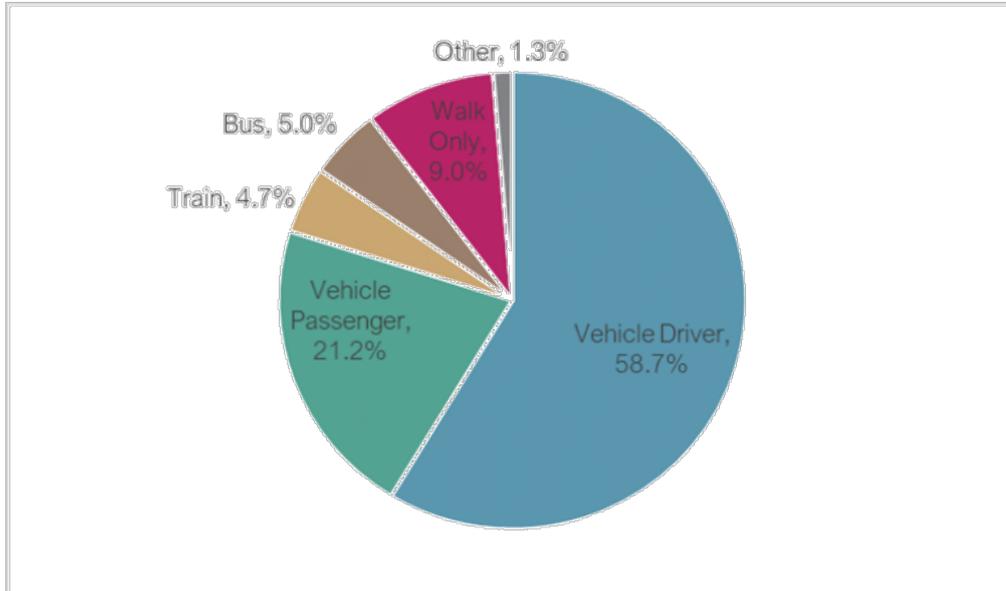


Source: ABS - 2016 Census of Population and Housing

Mode share data for all trip purposes (i.e. work, education, recreational and all other purposes) is only available at an LGA-wide level but is still insightful when analysed in conjunction with the Corridor-specific work trip data. Figure 3.5 highlights that 80 per cent of all trips in the Central Coast are made by private vehicle. While train trips only account for 4.7 per cent of all trips, Figure 3.6 shows that the average train trip is 51.2 km (i.e. likely to be either to Sydney or Newcastle). Considering the average travel distance and the low frequency of all-day train services (i.e. outside of the weekday peak), it is likely that residents tend not to make local trips by train and use it only for journey to work trips on weekdays. This assertion will be corroborated through an analysis of Opal ticket data in Section 4.3.2 of the report.

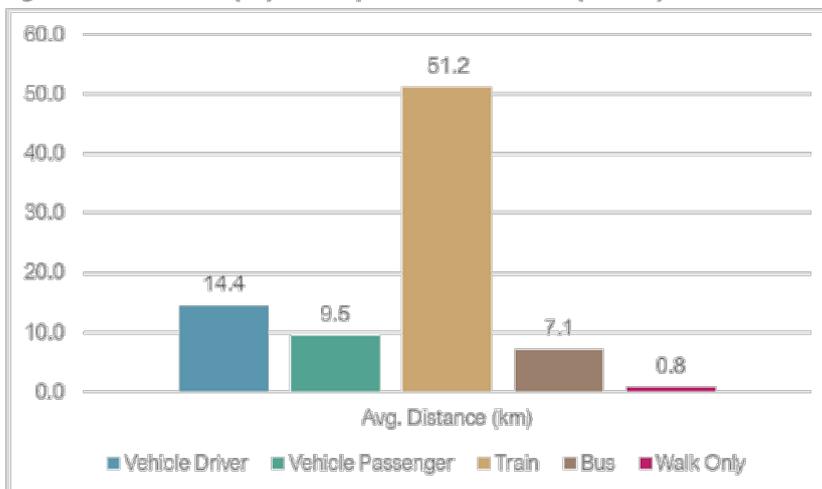
LAND USE AND TRANSPORT CONTEXT

Figure 3.5: Mode Share for All Trips in Central Coast LGA (2018/19)



Source: <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-1>

Figure 3.6: Mode Share (km) for All Trips in Central Coast LGA (2018/19)



Source: <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-1>

3.4.2. Trip containment

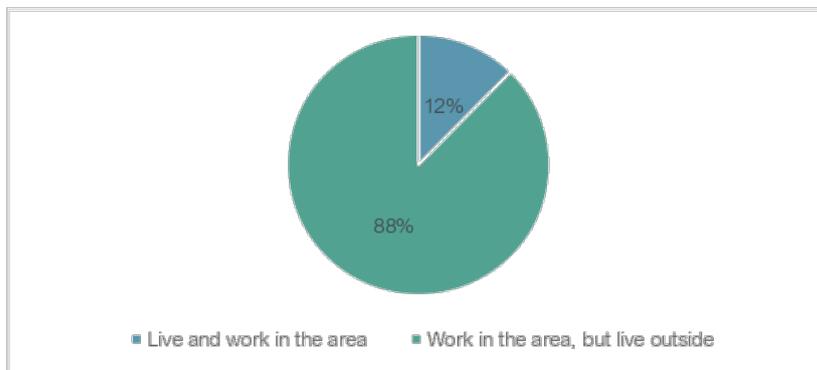
The proportion of individuals living and working in the same labour market region is referred to as the level of self - containment and is seen as a positive as it reduces the length of trips and can also lead to greater flexibility at what time the trips are undertaken (e.g. outside peak times).

LAND USE AND TRANSPORT CONTEXT

Trip containment has important environmental consequences in its capacity to increase the likelihood of transport to work via methods other than private cars, given distances between home and work are probably shorter. Despite the shorter distances, car use may be the only viable commuting option unless appropriate public transport and/or safe and convenient active transport facilities are available between nearby areas.

Combining the Wyong and the Tuggerah – Kangy Angy Statistical Area 2 (SA2) data to represent the Corridor, Figure 3.7 shows that 12 per cent of workers (1,783) live and work in the Corridor while 88 per cent of workers (12,635) live outside the Corridor area. Further, 32 per cent of workers (4,565) travel from the following four SA2 areas: Chittaway Bay – Tumbi Umbi, Bateau Bay – Killarney Vale, Warnervale – Wadalba, and Gorokan – Kanwal – Charmhaven (Figure 3.9). The majority of the remaining workers live in other parts of the Central Coast, with a small number commuting from Greater Sydney and the Hunter Region.

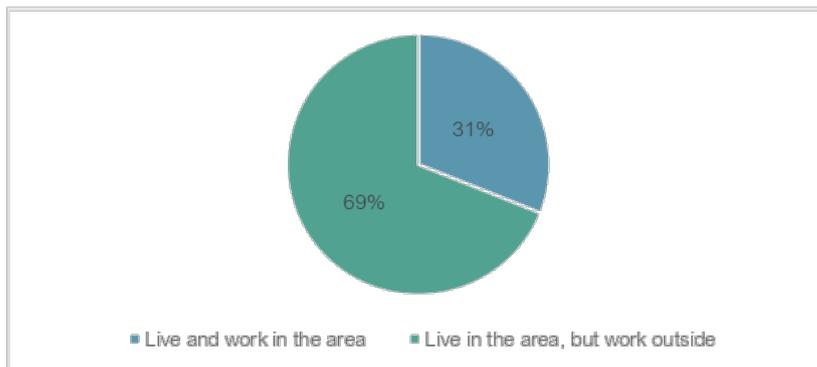
Figure 3.7: Percentage of Residential Location of Local Workers, 2016



Source: ABS - 2016 Census of Population and Housing

In comparison, Figure 3.8 shows the employment location of Corridor residents. Thirty-one per cent of resident workers live and work in the Corridor, demonstrating the need for high quality transport connections within the local area that cater for more than just car-based modes.

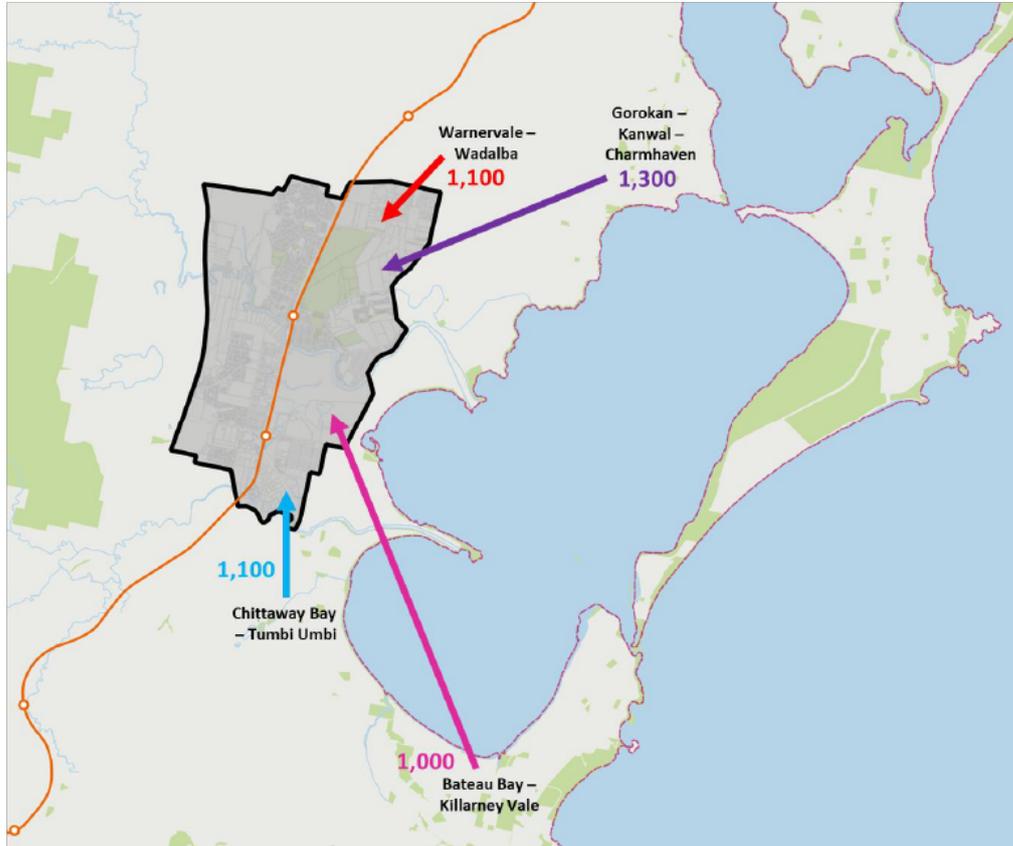
Figure 3.8: Percentage of Employment Location of Resident Corridor Workers, 2016



Source: ABS - 2016 Census of Population and Housing

LAND USE AND TRANSPORT
CONTEXT

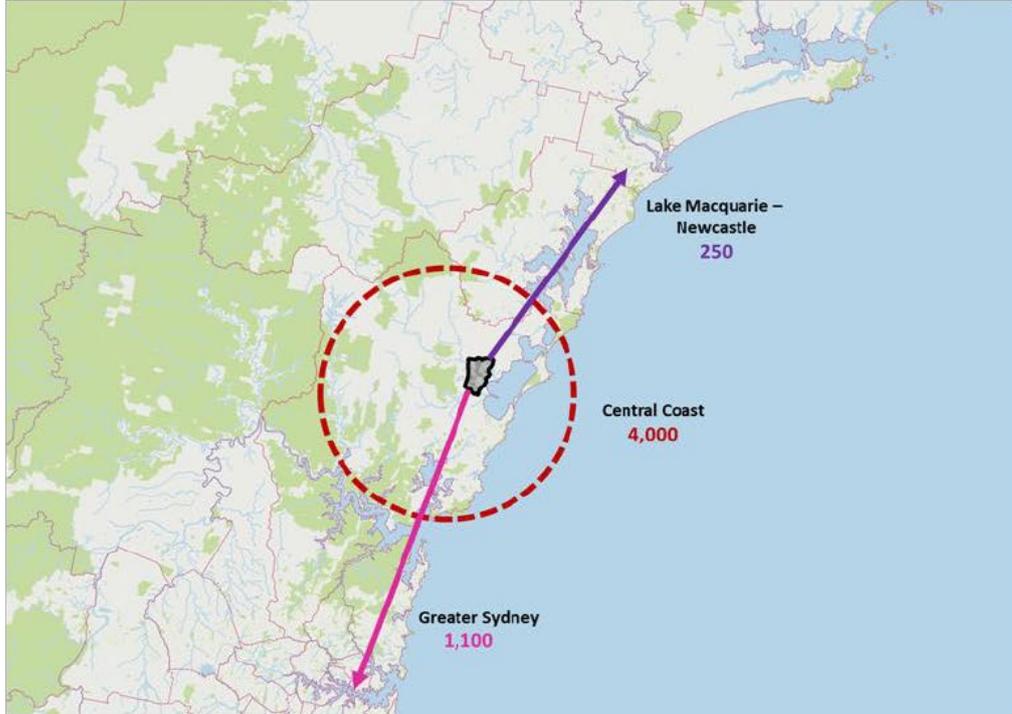
Figure 3.9: Four most numerous SA2 origins of external workers working in the Corridor



Source: GTA Consultants based on ABS - 2016 Census of Population and Housing

LAND USE AND TRANSPORT
CONTEXT

Figure 3.10: Corridor residents' Place of Work



Source: GTA Consultants based on ABS - 2016 Census of Population and Housing

EXISTING TRAVEL NETWORKS

4. EXISTING TRAVEL NETWORKS

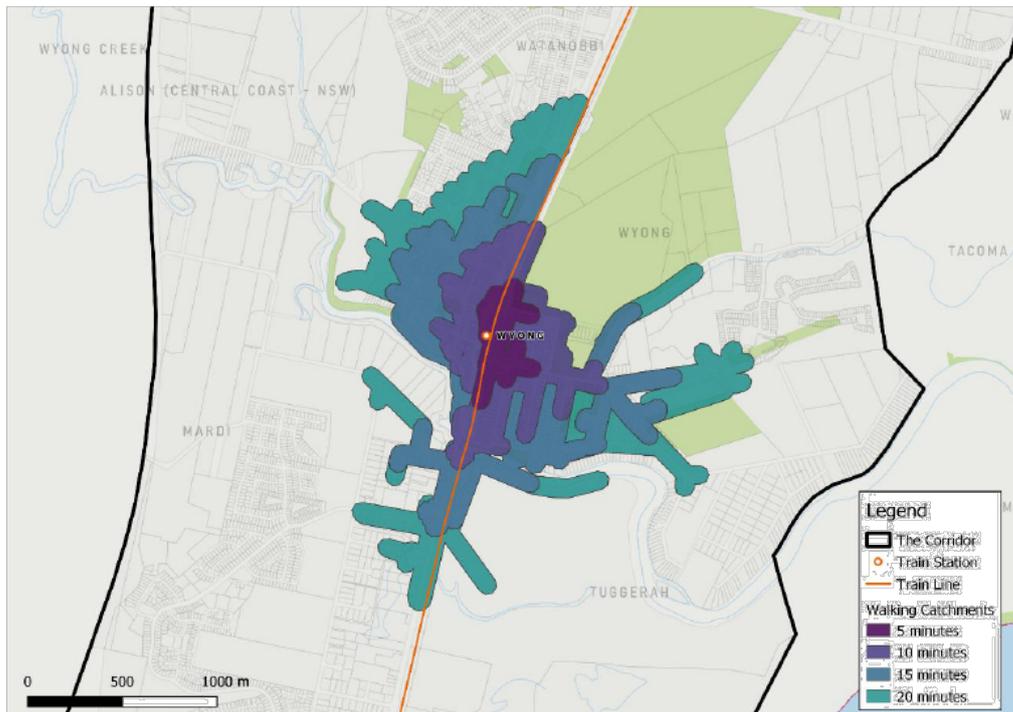
4

EXISTING TRAVEL NETWORKS

4.1.2. Walking Catchments

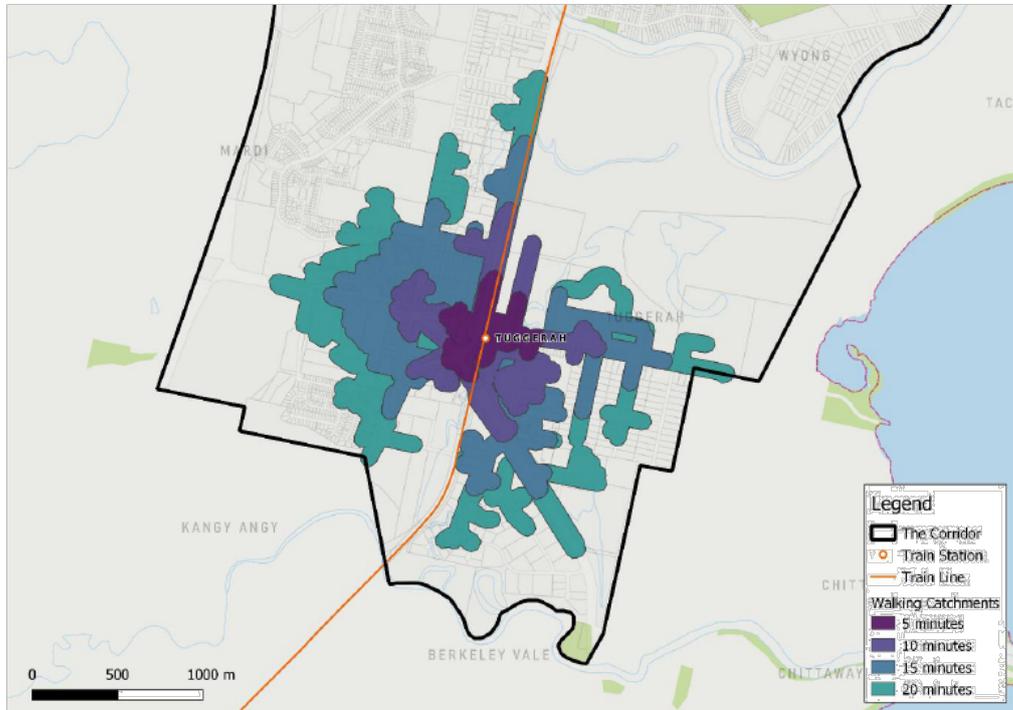
Recognising that the Wyong and Tuggerah town centres are the primary attractors within the Corridor, Figure 4.2 and Figure 4.3 show the walking catchments from these centres at five-minute intervals up to 20 minutes, highlighting the geographical extent considered to be within a reasonable walking distance from each town centre, noting that the catchments shown do not account for the presence or otherwise of footpaths. Also captured in Figure 4.2 and Figure 4.3 are the suburbs of Mardi, Watanobbi and parts of Wyong farther to the east, from which residents are not able to walk into their closest town centre within a reasonable walking distance.

Figure 4.2: Walking Catchment from Wyong Station



EXISTING TRAVEL NETWORKS

Figure 4.3: Walking Catchment from Tuggerah Station



4.2. Cycling

4.2.1. Existing Network

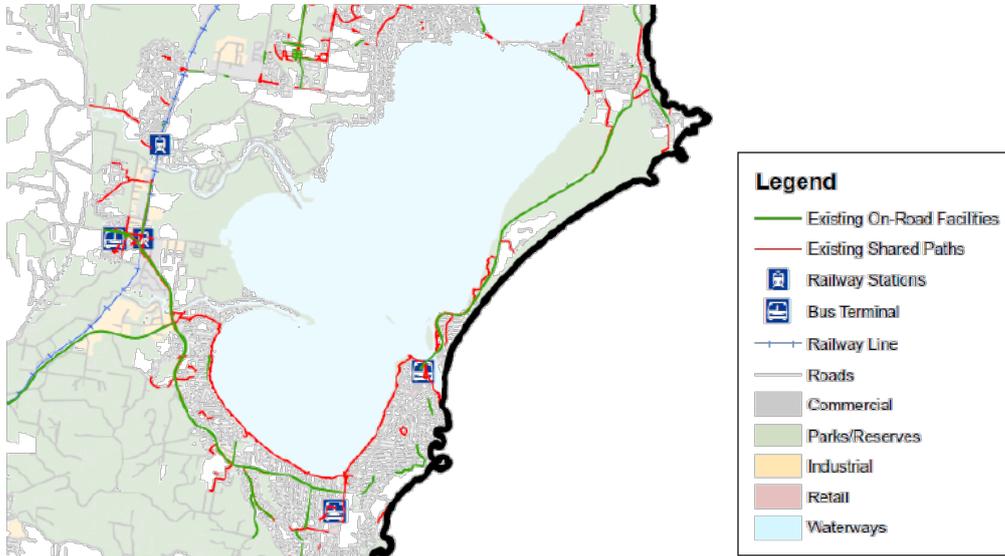
Figure 4.1 shows which footpaths are also designated as shared paths and Figure 4.4 shows the bicycle network across the Greater Wyong area (which includes Tuggerah), categorised into shared paths and on-road facilities.

Regarding on-road facilities, there are painted bicycle lanes on Wyong Road from the south into the Tuggerah town centre, as well as a bi-directional separated cycleway from Tuggerah towards Wyong along the eastern side of Pacific Highway, but it ends before and is disconnected from the Wyong town centre at the Johnson Road intersection with Pacific Highway.

Beyond the on-road cycling facilities above, there is a limited network of shared paths, meaning that cyclists are forced to ride in mixed traffic on those roads without these facilities. There are, however, some shared path facilities such as the Alison Road shared path that provides access to Wyong from the west and the Woodbury Park Drive shared path connecting Mardi to Tuggerah, however it stops short at Brickendon Avenue before a 30-metre steep climb and descent to Westfield Tuggerah, creating an underlying connectivity issue not easily solved through infrastructure. Apart from another moderate climb in Watanobbi, the flat topography of the Corridor is generally conducive to cycling. Additionally, there is a shared path along Wyong Road in the south, from Pacific Highway to Gavenlock Road, connecting to the Westfield's off Gavenlock Road.

EXISTING TRAVEL NETWORKS

Figure 4.4: Existing Bicycle Routes within Greater Wyong



Source: Central Coast Bike Plan (2019)

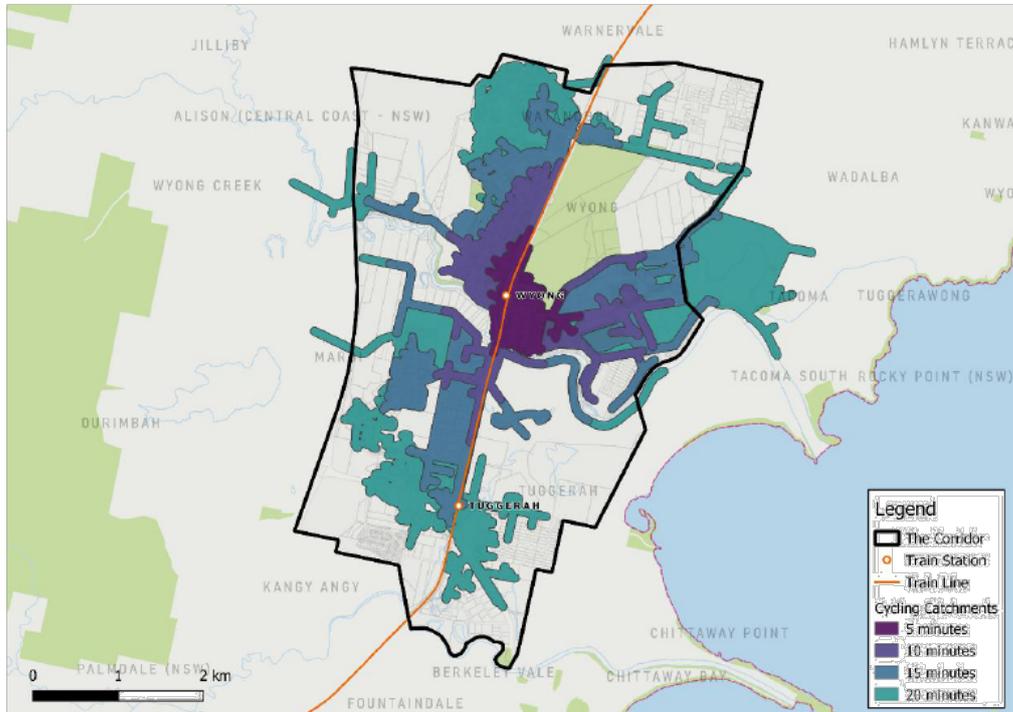
4.2.2. Cycling Catchments

Figure 4.5 and Figure 4.6 show the cycling catchments for Wyong and Tuggerah town centres at five-minute intervals up to a maximum of 20 minutes. As shown, a reasonable 15 to 20 minute bicycle ride allows one to travel between the town centres, although it does not account for the gap in safe cycling facilities between Johnson Road in Tuggerah and Wyong and assumes one would ride on-road for this section.

Furthermore, there is a comprehensive level of cycling catchment coverage from both Wyong and Tuggerah town centres at up to a 20-minute bicycle ride, though the quality of cycling infrastructure along the routes that lead to these town centres varies. For instance, there are no facilities between Wyong and Wyong East or Watanobbi but cycling access to Tuggerah from the south-east is supported by shared paths and painted bicycle lanes. The cycling facility interface between Westfield Tuggerah and the shared path and bicycle lane network immediately outside the mall is missing.

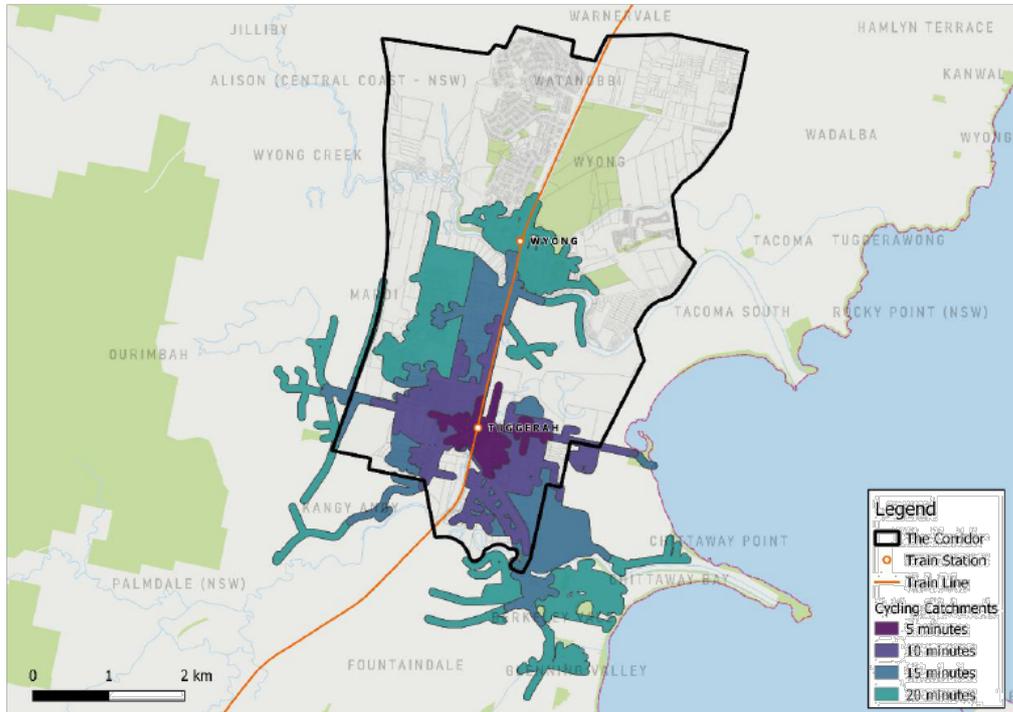
EXISTING TRAVEL NETWORKS

Figure 4.5: Cycling Catchment from Wyong Station



EXISTING TRAVEL NETWORKS

Figure 4.6: Cycling Catchment from Tuggerah Station



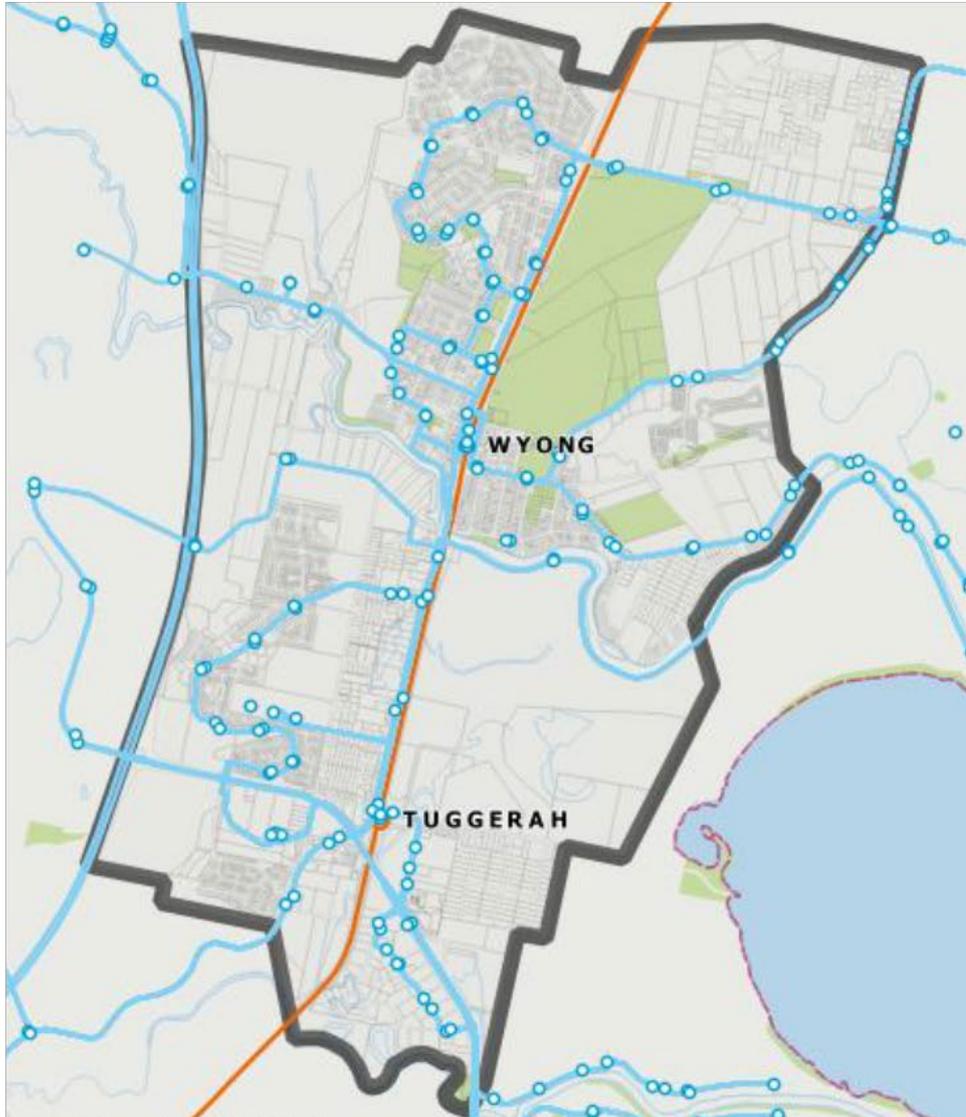
4.3. Public Transport Network

4.3.1. Bus and Train Networks

The Tuggerah to Wyong Corridor is served by a bus network that due to the geography of the Corridor, runs mostly in a north-south direction (Figure 4.7). While there is a degree of meandering in some routes, the limited east-west routes connect the Corridor with places such as Tuggerawong, Rocky Point as well as The Entrance. Tuggerah Station and Wyong Station act as major bus-rail interchanges in the Corridor, at which multiple bus routes in the region converge.

EXISTING TRAVEL NETWORKS

Figure 4.7: Bus Network

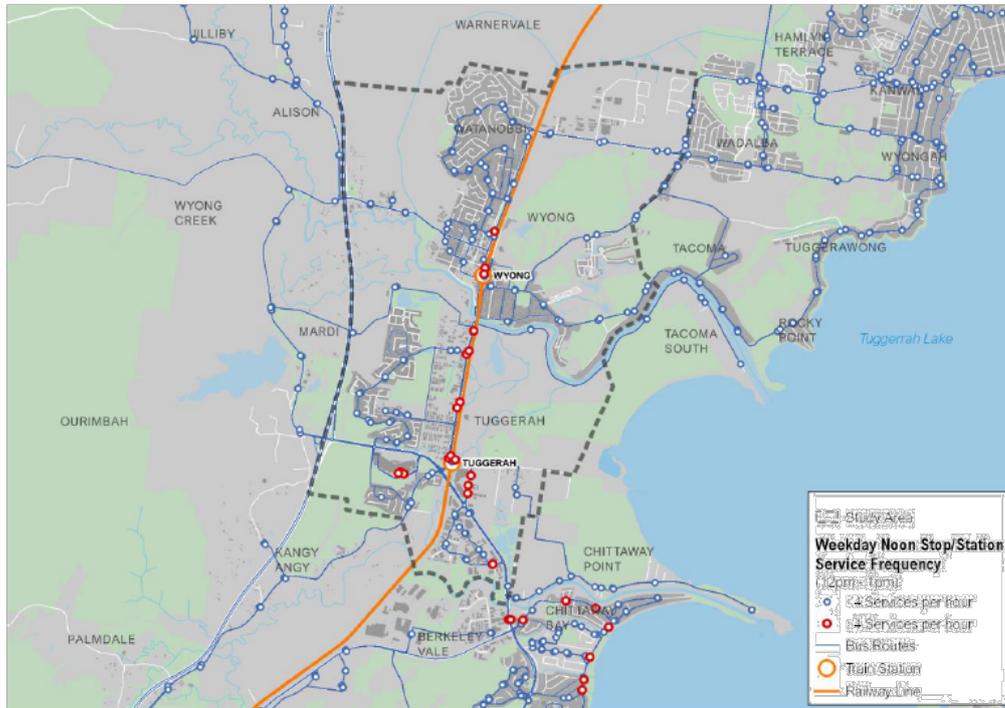


Source: GTA Consultants based on TINSW data

The service frequencies of the public transport network and walking access to stops are indicated in Figure 4.8 and Figure 4.9.

EXISTING TRAVEL NETWORKS

Figure 4.8: Public transport stop frequencies in the Corridor, weekday interpeak



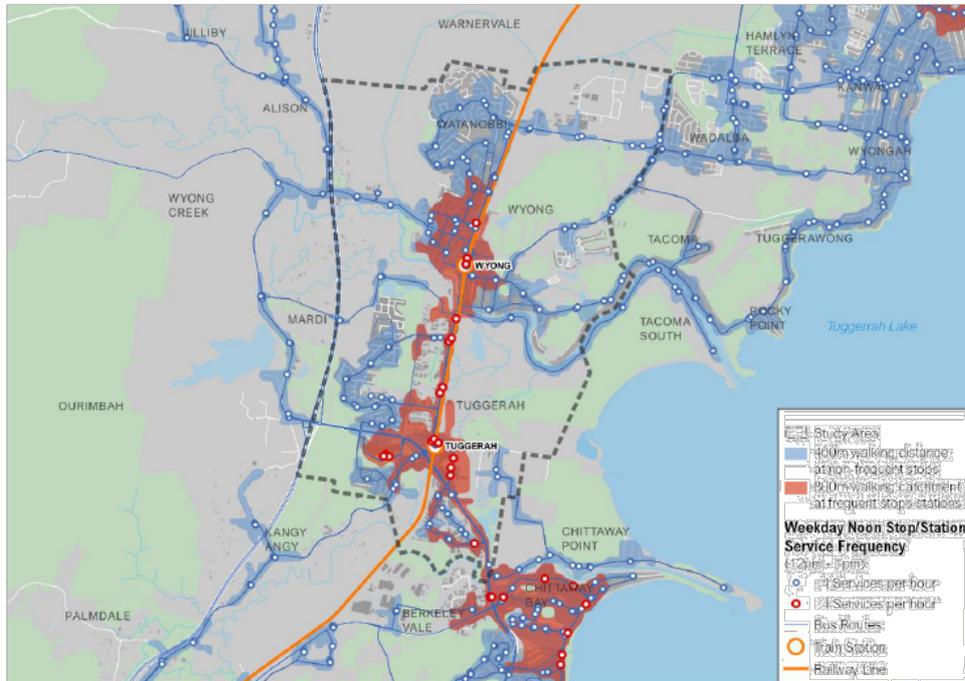
Source: GTA Consultants based on TINSW timetable data from February 2020

Figure 4.8 and Figure 4.9 show that frequent public transport stops in the Corridor are primarily limited to the bus stops and train stations along the Pacific Highway/ railway line corridor providing frequent interpeak public transport access along this axis between the two town centres. Stops with frequent services are defined as stops with a service frequency of four or more services per hour in the weekday interpeak (12pm to 1pm). Outside of this north-south axis, frequent public transport stops are also available at Westfield Tuggerah and the Tuggerah Super Centre, providing frequent bus access to these shopping centres from Tuggerah and Wyong.

Beyond the identified frequent stops, it is shown that bus stops in the nearby residential areas such as Mardi, Woodbury Park and the residential areas of Wyong and Watanobbi do not have frequent bus access and these places are typically beyond a 800 metre walk from the nearest frequent public transport stop, which may limit the attractiveness and usefulness of these services to residents.

EXISTING TRAVEL NETWORKS

Figure 4.9: Walking access to frequent and non-frequent public transport stops in the Corridor, weekday interpeak



Source: GTA Consultants based on TfNSW data from February 2020

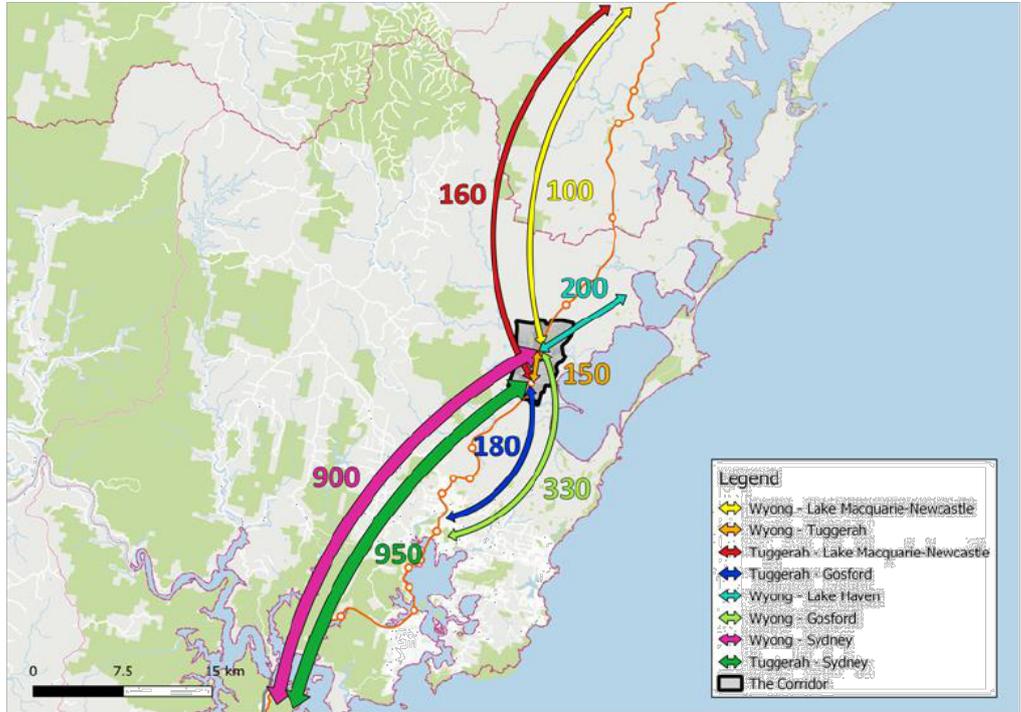
4.3.2. Public Transport Patronage

Bus and rail boarding and alighting statistics in the study area are shown in Figure 4.10 and Figure 4.11, based on Opal data obtained from TfNSW for a selected Thursday and Saturday 2019. Key findings from this patronage analysis are:

- The predominant public transport trip is the weekday commute from the Corridor to Sydney in the morning and vice versa in the afternoon
- Wyong – Gosford is also a particularly high patronage trip, followed by trips to/from Lake Macquarie – Newcastle
- In-corridor trips directly between the Tuggerah and Wyong town centres, as well as trips to the nearby Lake Haven town centre also have a moderate patronage
- Public transport patronage on the Saturday is much lower compared to weekday trips. Except for the Wyong to Lake Macquarie – Newcastle trip (100 trips to 80 trips), all other high patronage trips are generally at 20 to 50 per cent of their weekday equivalent. This indicates a predominant use of public transport for journey to work purposes but little else, which is supported by the mode share data for all trips from Figure 3.5.

EXISTING TRAVEL NETWORKS

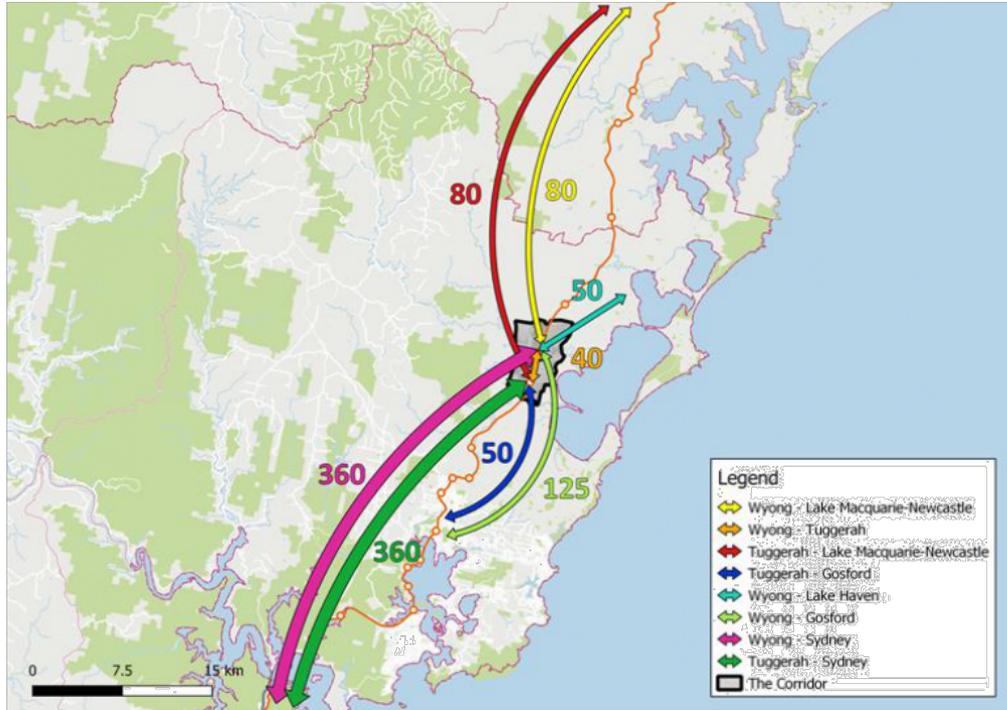
Figure 4.10: High patronage public transport trips – selected Thursday



Source: GTA Consultants based on TfNSW data from September 2019

EXISTING TRAVEL NETWORKS

Figure 4.11: High patronage public transport trips – selected Saturday



Source: GTA Consultants based on TfNSW data from September 2019

4.3.3. Public transport interchanges

The Opal data provided also indicates the number of public transport interchanges that occurred within the LGA during the sampled week in 2019, where these interchanges occurred, as well as the origin and the onward destination of the interchanges (anonymised at a Census Statistical Area 3 (SA3) level). To protect the privacy of public transport users where counts are fewer than 18, these trips are shown as '<18' in place of the actual count. Only six trips involving an interchange in the Wyong SA3 passed this threshold, and are explained in Table 4.1 below.

Table 4.1: Interchanges within Wyong SA3

Journey Origin (SA3)	Interchange Location 1	Mode	Interchange Location 2	Mode	Journey Destination (SA3)	Journey Destination	Number of Interchanges
Wyong	Wyong Station, Stand A	Bus	Wyong Station	Train	Gosford	Gosford Station	92
Gosford	Wyong Station	Train	Wyong Station, Stand A	Bus	Wyong	Lake Haven Centre, Stand 1	31
Wyong	Tuggerah Station, Bryant Dr	Bus	Tuggerah Station	Train	Gosford	Gosford Station	28

EXISTING TRAVEL NETWORKS

Journey Origin (SA3)	Interchange Location 1	Mode	Interchange Location 2	Mode	Journey Destination (SA3)	Journey Destination	Number of Interchanges
Wyong	Tuggerah Station, Bryant Dr	Bus	Tuggerah Station	Train	Sydney Inner City	Unknown (Outside Central Coast LGA)	28
Wyong	Wyong Station, Stand A	Bus	Wyong Station	Train	Hornsby	Unknown (Outside Central Coast LGA)	24
Wyong	Wyong Station, Stand A	Bus	Wyong Station	Train	Sydney Inner City	Unknown (Outside Central Coast LGA)	19

Source Data: Transport for NSW

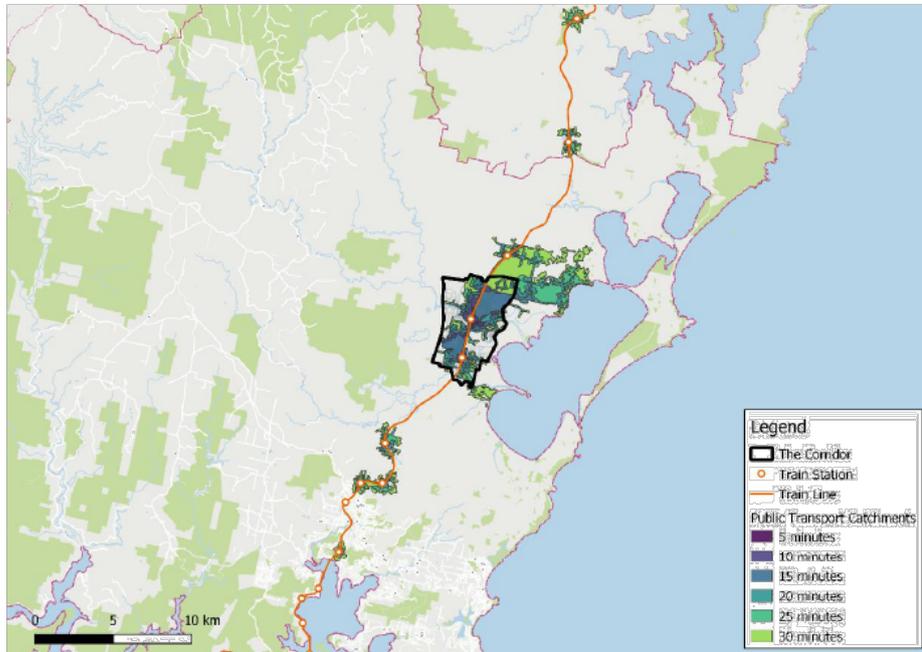
As shown in Table 4.1, all major interchange activity in the Corridor takes place at either Wyong Station or Tuggerah Station and their surrounding bus stops via a bus to train interchange or vice versa, which reflects the station's role as an important public transport interchange. In terms of the origins of journeys, the majority comprise those travelling from within the Central Coast LGA. Regarding destinations, the top six interchange journeys all involve destinations outside of the Corridor. This includes two trips to Gosford Station, one trip to Lake Haven and three to Sydney. This demonstrates that two-legged public transport journeys, while not high in volume, generally occur to move people outside of the Corridor, as opposed to within it. This data is expected, as the local bus network is sufficiently comprehensive to get people to their destination in one bus trip, especially within the Corridor.

4.3.4. Public transport accessibility

Public transport accessibility catchments measured by travel time at five-minute intervals up to 30 minutes are shown at regional and corridor-level scales in Figure 4.12 to Figure 4.15. The catchments show how far one can travel via public transport within the defined trip times in the interpeak period (i.e. 12 pm) on a weekday in April 2020. The travel times and catchment coverage are a function of the timetabled journey times provided by TfNSW and the relevant bus operators. Accordingly, any delays in travel times due to peak congestion (e.g. that experienced along Pacific Highway in Wyong as documented in the *Wyong Town Centre Strategic Plan*) would impact on the travel time catchments shown.

EXISTING TRAVEL NETWORKS

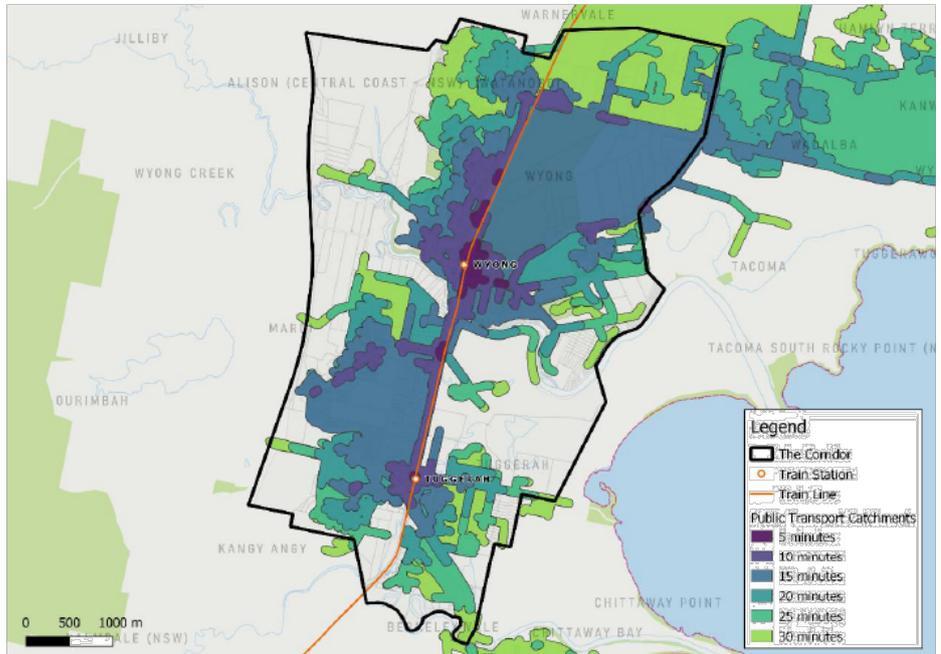
Figure 4.12: Regional Public Transport Accessibility from Wyong Station



At a regional level from Wyong, the public transport network allows access within 30 minutes to locations as far north as Wyee and Morisset, south to Ourimbah and Gosford, and towards parts of Lake Haven in the north-east.

EXISTING TRAVEL NETWORKS

Figure 4.13: Local Public Transport Accessibility from Wyong Station

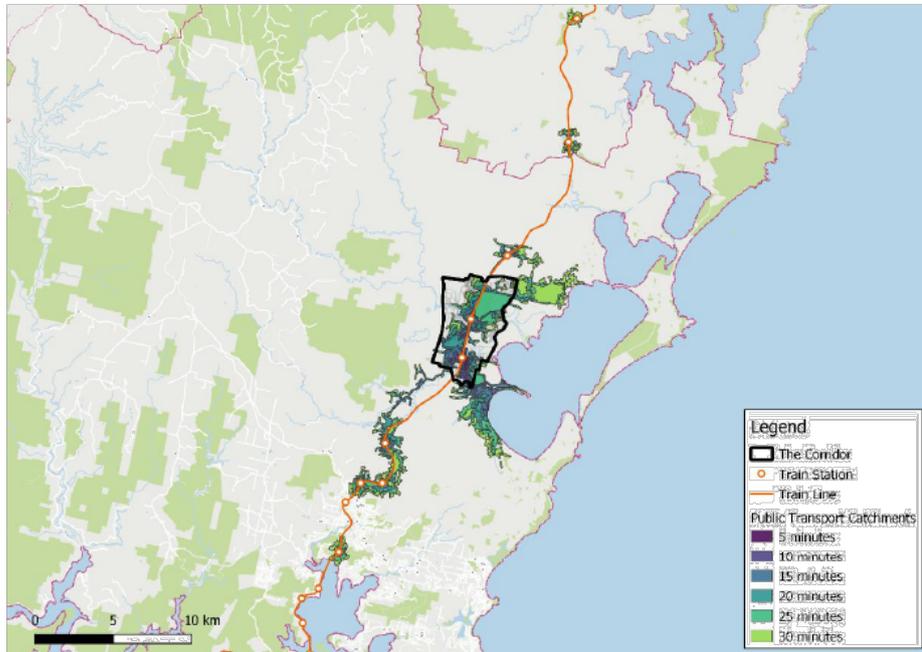


Source: GTA, Data extracted from Targomo

At local level from Wyong, the public transport network allows access within 30 minutes to most locations within the corridor, including Tuggerah and Watanobbi.

EXISTING TRAVEL NETWORKS

Figure 4.14: Regional Public Transport Accessibility from Tuggerah Station

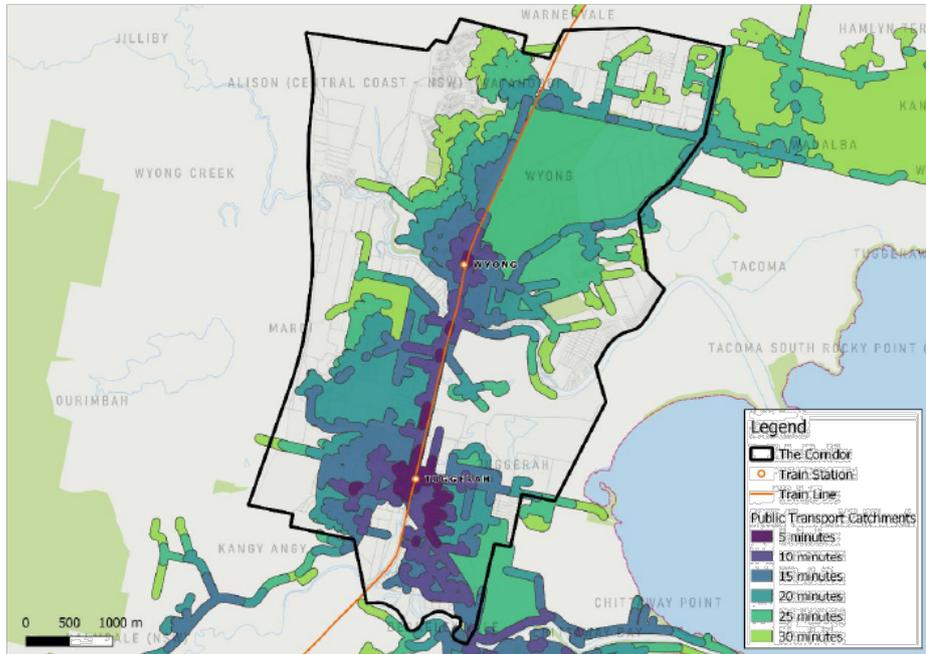


Source: GTA, Data extracted from Targomo

At a regional level from Tuggerah and in a similar manner as public transport access from Wyong, the public transport network allows access within 30 minutes to locations as far north as Wyee and Morisset, south to Ourimbah and Gosford, and towards parts of Lake Haven in the north-east.

EXISTING TRAVEL NETWORKS

Figure 4.15: Local Public Transport Accessibility from Tuggerah Station



Source: GTA, Data extracted from Targomo

At local level from Tuggerah, the public transport network allows access within 30 minutes to most locations within the corridor, including Wyong and parts of Watanobbi.

It is acknowledged that the origin points for this accessibility analysis is from the two train stations where public transport accessibility will be the strongest and does not account for walk times from nearby residential locations. Shifting the origin points to a residential location such as Wyong East, Woodbury Park or Mardi will yield different public transport accessibility results in terms of a more contracted catchment as it accounts for longer walk times or longer wait times for an infrequent connecting bus service.

Nonetheless, the preceding analyses show that, as a consequence of the frequent north-south public transport axis along the Pacific Highway and railway line, a 30-minute public transport journey from Wyong or Tuggerah stations allows access to most parts of the Corridor, including attractors such as Wyong and Tuggerah town centres, Westfield Tuggerah and the various industrial and commercial employment lands throughout the Corridor. Regionally, a 30-minute public transport journey allows access to key destinations such as Gosford and people living as far away as Wyee to reach the Corridor via public transport. This catchment coverage is contingent on timetabled journey times being attained which may not be possible during peak congestion periods on roads for bus transport.

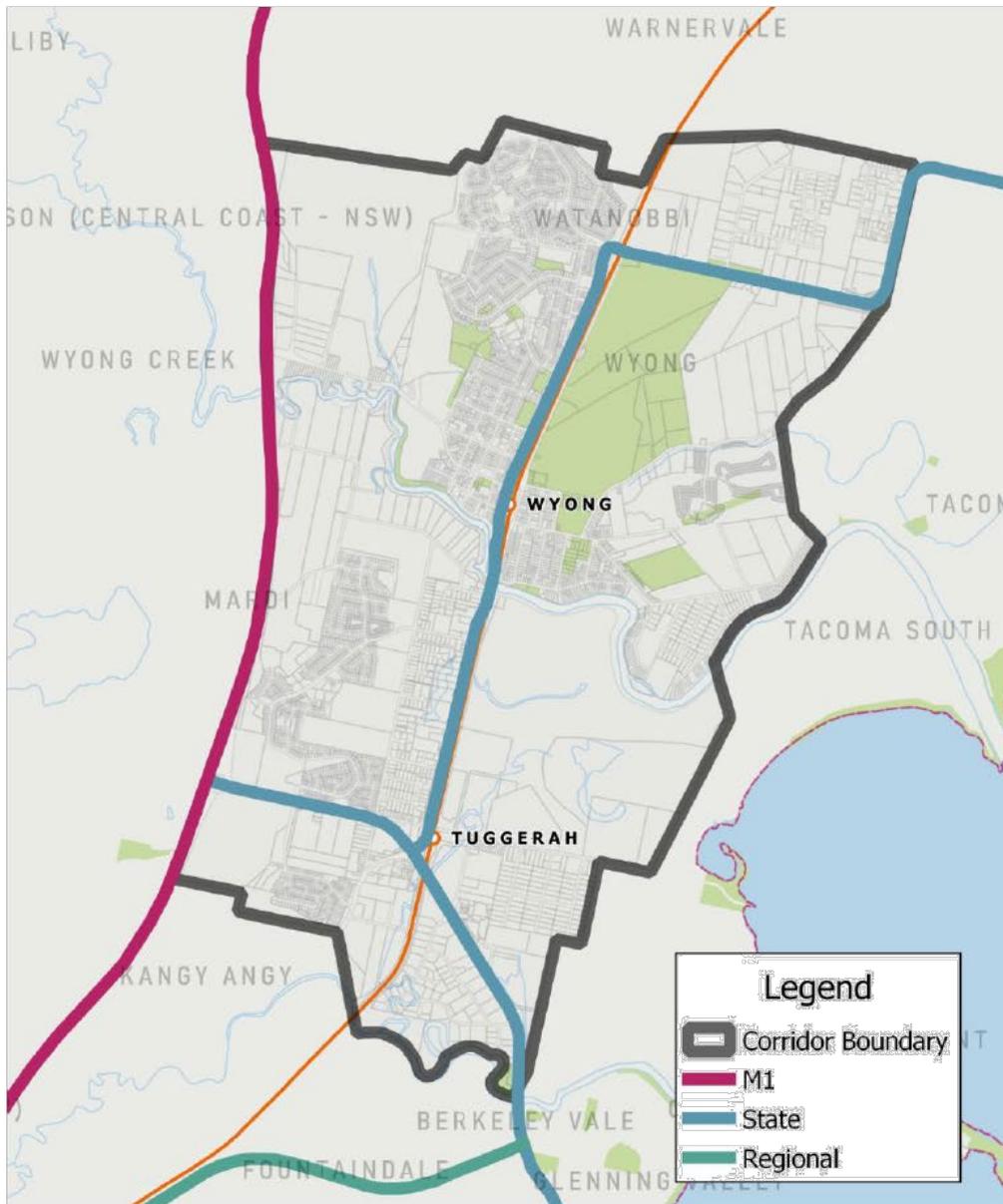
4.4. Road Network

4.4.1. Hierarchy

Key roads within the Corridor are illustrated in Figure 4.16 and described in Table 4.2 below.

EXISTING TRAVEL NETWORKS

Figure 4.16: State and Regional Roads



Source: GTA Consultants based on STPM data from TfNSW

EXISTING TRAVEL NETWORKS

Table 4.2: Key Roads in the Corridor

Road Name	Classification	Key Function
M1 Pacific Motorway	Motorway	A primary arterial road and freight route connecting Sydney to the Central Coast, Newcastle and Hunter region. Bypassing the Wyong and Tuggerah town centres, the freeway carries a mix of commuter traffic, freight and periodical holiday travellers.
Pacific Highway	State	Superseded by the M1 Pacific Motorway, the Pacific Highway remains an important arterial route. It operates as the Corridor's primary north-route road, connecting to Lake Haven in the north and Ourimbah in the south.
Wyong Road	State	An arterial road and freight route providing an east-west connection from the M1 interchange to Westfield Tuggerah, Tuggerah Super Centre, Tuggerah Station and further south-east towards Bateau Bay.
Alison Road	Collector	An east-west collector road connecting the Pacific Highway to the Wyong Town Centre and Hue Hue Road to the west.
Anzac Avenue	Collector	An east-west collector road in the Wyong Town Centre, running parallel to Alison Road and then meeting it at a roundabout intersection to the west.
Woodbury Park Drive	Collector	A collector road that links local roads in Mardi to the Tuggerah Business Park and Westfield Tuggerah at Wyong Road.

4.4.2. Performance

Figure 4.17 and Figure 4.18 show the two-hour traffic volumes and volume capacity ratios (VCR) in the AM and PM Peaks based on 2017 Sydney Traffic Forecasting Model (STFM) data as a measure of existing conditions. VCR provides a reliable indication of not only the traffic volume but also the physical capacity of the road network to carry the traffic. As the maps illustrate, the VCR at most of the key roads in the Corridor are within an acceptable range of up to 0.8 (i.e. the volume is no more than 80 per cent of capacity) except some roads which exhibit congestion characteristics such as pinch points along the Pacific Highway immediately south of Wyong town centre by the Wyong River where the four-lane dual carriageway becomes a two-lane road. Other areas of congestion include Wyong Road near its interchange with the M1 and the Pacific Highway between Watanobbi and Wadalba. Given the location of these congestion points, it is possible that reliability of bus services along these routes are also impacted, especially the frequent bus services between Wyong and Tuggerah.

The congestion exhibited at Wyong River and at the Pacific Highway at Watanobbi is a likely driver for the identified road upgrade projects in *Future Transport 2056* and the Economic Corridor Strategy such as the Pacific Highway widening upgrades and the Warnervale Link Road.

Additionally, the extra capacity enabled by the recent upgrade of the Pacific Highway – Wyong Road intersection has contributed to a downstream negative impact on the performance of the Wyong Road – Bryant Drive – Reliance Drive roundabout intersection, leading to a level of congestion that is not conducive to further growth in the area without an intervention.

EXISTING TRAVEL NETWORKS

Figure 4.17: Two-hour Traffic Volumes in AM and PM Peaks



Source: GTA Consultants based on STFM data from TfNSW

Figure 4.18: Two-hour Volume Capacity Ratio (VCR) in AM and PM Peaks



Source: STFM data, RMS/TfNSW

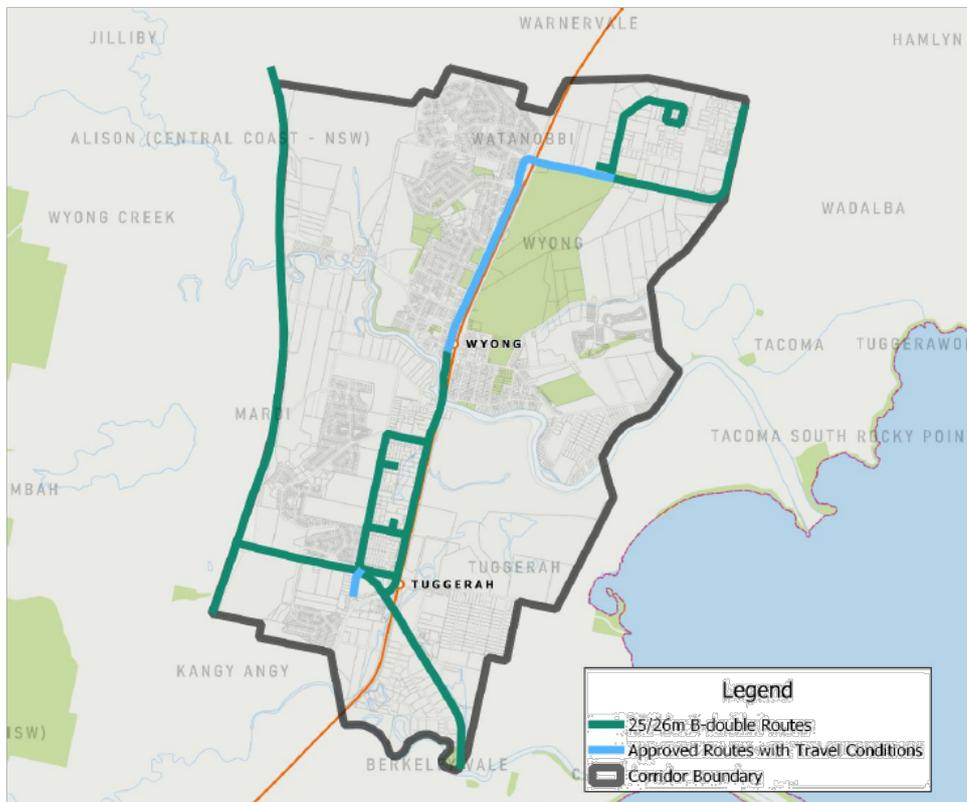
EXISTING TRAVEL NETWORKS

4.5. Freight

4.5.1. Network

Figure 4.19 shows the B-double truck routes throughout the Corridor while Figure 4.20 shows freight journey volumes that have been extracted from TfNSW's interactive telematics visualisation showing heavy vehicle counts on roads in NSW during 2018. The data covers heavy vehicles enrolled in the Intelligent Access Program (IAP), which is a telematics application used for high productivity vehicles and Special Purpose Vehicles (SPVs) in NSW. The visualisation shows aggregated freight journey data in the Corridor collected from vehicles enrolled in the IAP. As such, Figure 4.20 is likely to undercount actual freight volumes but nonetheless provides an initial understanding of freight journey activity in the LGA.

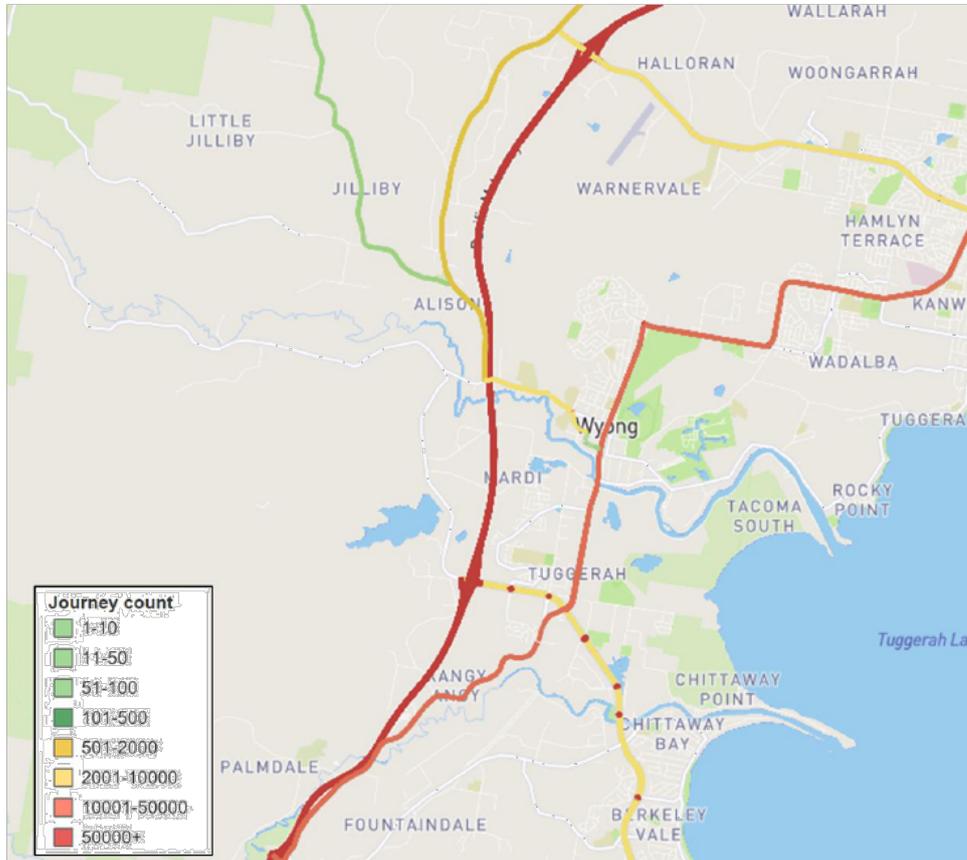
Figure 4.19: B-double Routes



Source: GTA Consultants based on data from TfNSW

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Figure 4.20: Freight Volumes Map, January to December 2018



Source: TfNSW Freight Data Hub

As a result of Westfield Tuggerah, Tuggerah Super Centre, Tuggerah Business Park and the North Wyong Employment Area constituting four key freight-generating locations within the Corridor, the freight volumes shows a high volume of freight traffic (10,001 to 50,000 trucks in 2018) that passes through Pacific Highway to reach these key locations. Asides from this high-volume freight route, the M1 Pacific Motorway carries an even higher volume, which typifies its importance as a state-wide corridor for freight and road-based travel.

Given the significant freight traffic along Pacific Highway, the mixing of freight activity with town centre functions in Wyong and Tuggerah is a concern, especially the conflict between trucks and vulnerable road users. It is for this reason that there is a desire to minimise the adverse impacts of the proposed widening of Pacific Highway in the *Economic Corridor Strategy*.

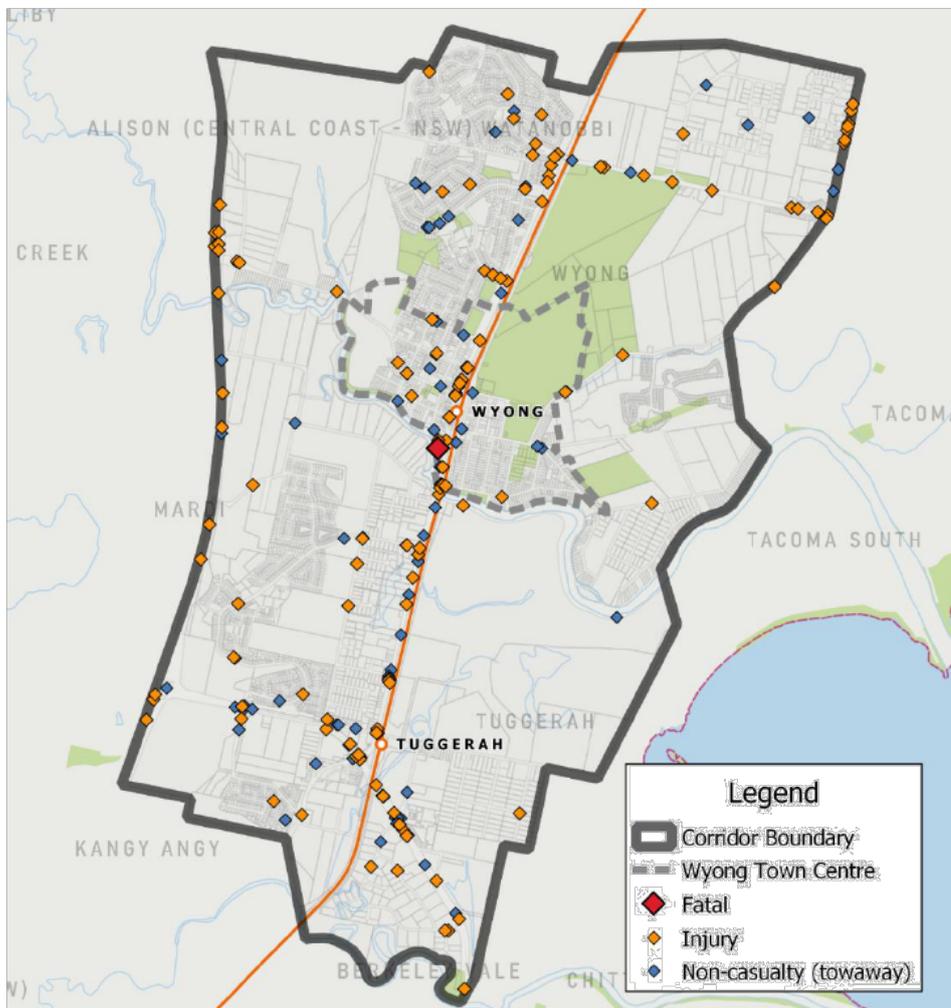
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4.6. Road Safety

4.6.1. Overview

Road safety is an important aspect of the transport network as part of the State Government's 'Towards Zero' goal of zero deaths and serious injuries on the road network. The State Government's 2021 Road Safety Plan outlines a number of priority actions including creating liveable and safe urban communities, such as the 10km/h shared zone on Alison Road in Wyong. Figure 4.21 shows the number of road crashes in the Corridor categorised by fatal, injury and non-casualty (crashes with no injury or fatalities) crashes. As shown, there is a cluster of injury crashes in Wyong town centre in the shopping area despite this area being intended as an area with high volumes of pedestrian activity. Elsewhere, the crashes follow a linear pattern along the key corridors of the Pacific Highway and Wyong Road.

Figure 4.21: Car Crashes (2015-2019)



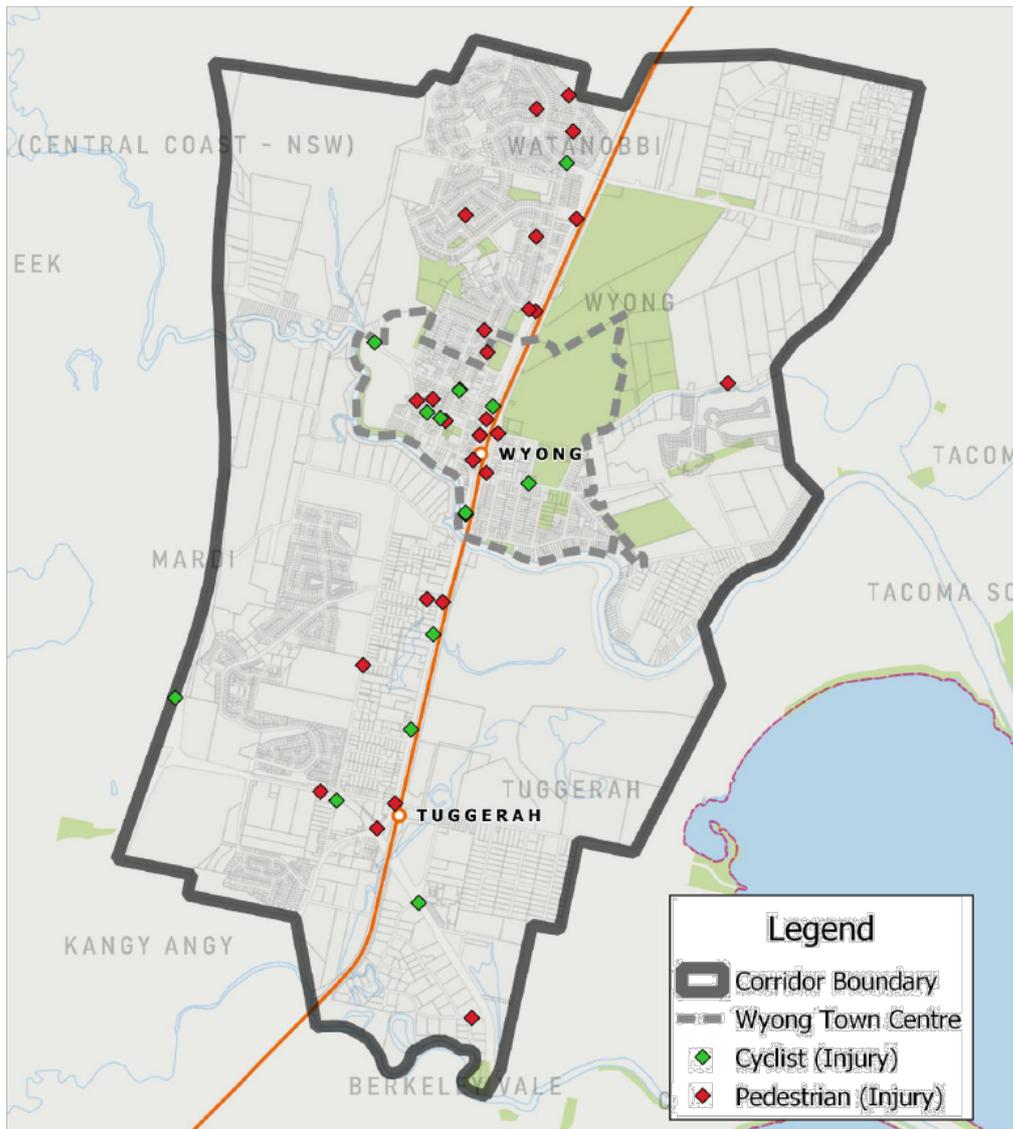
Source: GTA Consultants based on data from TfNSW

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4.6.2. Crashes Involving Pedestrians and Cyclists

A pedestrian and cyclist crash map of the study area for a ten-year history from 2010 to June 2019 is shown in Figure 4.22. As is evident in the map, around half of all such accidents occurred within the Wyong Town Centre. This follows the pattern in many other jurisdictions whereby accidents are clustered in the city centre despite generally slower traffic compared to other higher speed roads. As there is much greater interaction between different road user groups within the Wyong Town Centre, accidents are more likely in the absence of appropriate interventions to slow vehicle speeds and prioritise walking and cycling activity.

Figure 4.22: Pedestrian and Cyclist Crashes (2010-2018)

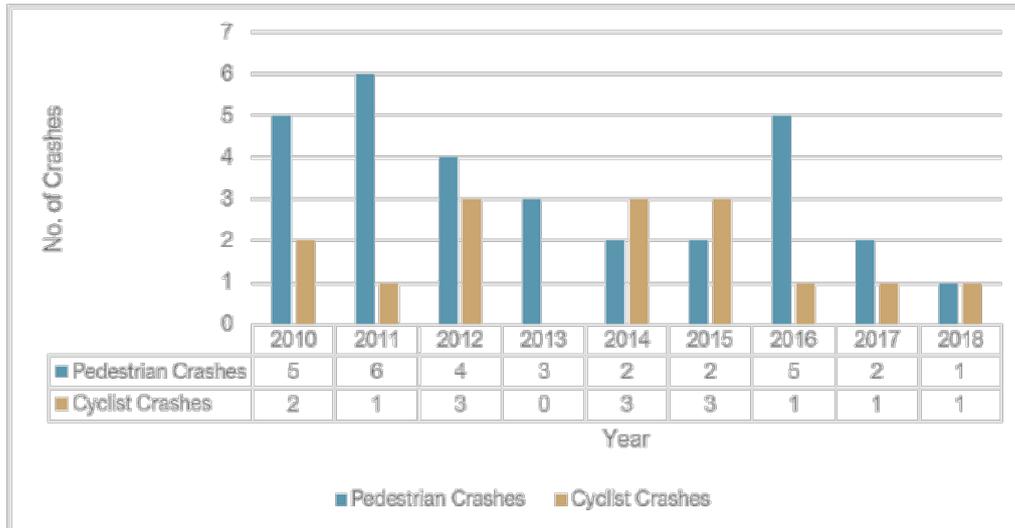


Source: GTA Consultants based on data from TINSW

EXISTING TRAVEL NETWORKS

The annual trends on crashes involving pedestrians and cyclists within the crash history period are shown in Figure 4.23.

Figure 4.23: Pedestrian and Cyclist Crashes (Yearly Count)



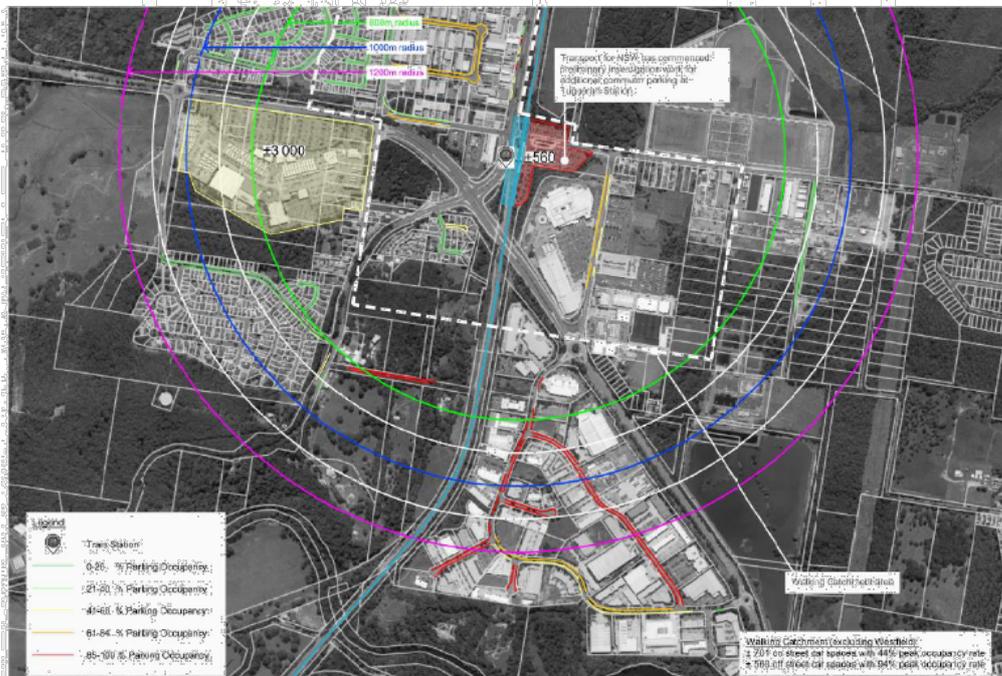
4.7. Parking

4.7.1. Parking demand conditions

To support the development of Council's yet to be ratified *Car Parking Study and Implementation Plan 2020*, weekday parking occupancy surveys were conducted in key focus activity centres throughout the LGA, including in Tuggerah and Wyong. The purpose of these surveys was to provide a baseline assessment of parking demand to identify any underlying parking demand issues. The parking occupancy results are presented below.

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Figure 4.24: Tuggerah weekday parking occupancy survey results (2018)



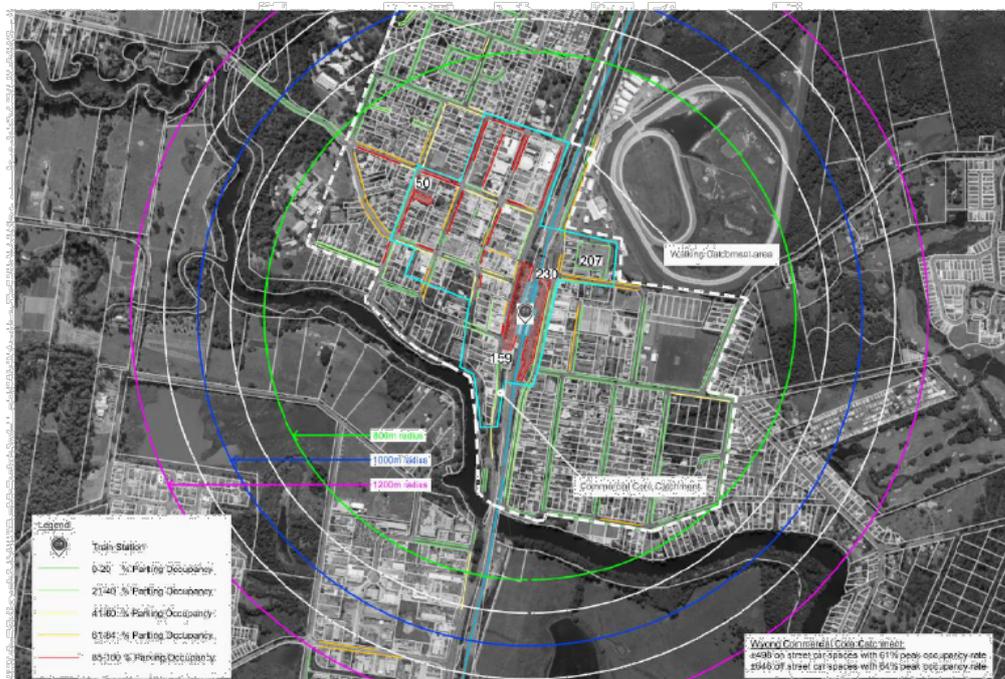
Source: Central Coast Council Car Parking Study and Implementation Plan 2020

In Tuggerah, Figure 4.24 shows the areas of high parking demand (considered in the *Car Parking Study* to be occupancies of 85 per cent or greater). Such areas include the Tuggerah Business Park in the south along Reliance Drive and Pioneer Avenue, as well as the Tuggerah train station commuter car park. Outside of these two areas, parking demands are below 85 per cent occupancy, meaning parking is either underutilised or used at an optimal level where it is relatively easy to find a parking space without cruising for parking.

Besides the parking occupancy survey, the views of the community with respect to parking in Tuggerah were canvassed as part of the *Car Parking Study*. It is clear from these results that Tuggerah is treated as an interchange to travel somewhere else rather than a major destination, with 75 per cent of respondents indicating they came to Tuggerah to commute elsewhere and 71 per cent of respondents reporting a lack of commuter parking in Tuggerah.

EXISTING TRAVEL NETWORKS

Figure 4.25: Wyong weekday parking occupancy survey results (2018)



Source: Central Coast Council Car Parking Study and Implementation Plan 2020

In Wyong, Figure 4.25 shows the areas of high parking demand which are located at the Wyong train station commuter car park and on selected streets in the Wyong town centre such as Hely Street, Margaret Street and Pauline Lane. Outside of these two areas, parking demands are below 85 per cent occupancy, meaning parking is either underutilised or used at an optimal level where it is relatively easy to find a parking space without cruising for parking, which reflects the largely residential nature of parking and land uses outside of the train station and town centre. Furthermore, the Rose Street commuter car park in Wyong East (indicated by '207' in Figure 4.25) exhibited significant underutilisation at only 21 to 40 per cent occupancy, reflecting its slightly more distant location away from Wyong train station and town centre.

Besides the parking occupancy survey, the views of the community with respect to parking in Wyong were canvassed as part of the *Car Parking Study*. It is clear from these results that Wyong is a more balanced destination compared to Tuggerah with a fairly even distribution of responses in terms of trip purposes to Wyong, including for commuting, shopping, employment and personal appointments. Furthermore, over 60 per cent of respondents stated they would not use an expanded commuter car park in Tuggerah instead of Wyong to commute, which reflects the principle that park and rides need to be conveniently located to users in advance of any congestion bottlenecks.

A critique of the maps from the *Car Parking Study* shown in Figure 4.24 and Figure 4.25 is that the highest occupancy band ranges from 85 to 100 per cent. In practice, an occupancy of around 85 per cent is considered an optimum occupancy range as it means around one in seven parking spaces are available, resulting in a relative ease for drivers to find parking¹.

¹ Shoup, D.C. (2005) *The High Cost of Free Parking*. Chicago: Planners Press, American Planning Association.

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As such, portraying parking occupancy in a 85 to 100 per cent band means that a parking occupancy of 87 per cent for example (which in practical terms is virtually indistinguishable from an occupancy of 85 per cent) is shown in the same way as a parking occupancy of 100 per cent (completely full). Accordingly, there is a risk that problems of parking occupancy may be unduly overemphasised.

4.7.2. Development Controls

The *Wyong Development Control Plan (2013)*, or WDCP 2013, is in the process of being consolidated with the *Gosford Development Control Plan 2013* to form a *Central Coast Development Control Plan (CCDCP)*. For now, the WDCP 2013 controls apply to the former Wyong Shire area, which encompasses the Corridor. Recognising that local parking policy is an important tool for influencing the demand for particular modes of transport, the number of off-street parking spaces required for new development in the Corridor are shown in Table 4.3.

Table 4.3: WDCP 2013 Parking Requirements

Land Use	Parking Requirements	
Residential accommodation		
Dwelling House	3 or less bedrooms	1 space per dwelling
	4 or more bedrooms	2 spaces per dwelling
Dual Occupancy	3 or less bedrooms	1 space per dwelling
	4 or more bedrooms	2 spaces per dwelling
	Additional requirements	Minimum 1 fully enclosed garage per dwelling
Multi Dwelling Housing and Residential Flat Buildings	1-bedroom dwelling	1 space per dwelling
	2-bedroom dwelling	1.2 spaces per dwelling
	3 or more bedrooms	1.5 spaces per dwelling
	Visitor parking	Minimum 1 space for developments up to 5 dwellings 1 space per 5 dwellings for larger developments
Commercial premises		
Office Premises (normal office density)	In major centres	1 space per 45m ² GFA
	Outside major centres	1 space per 40m ² GFA
Shops in neighbourhood centre		1 space per 20m ² GFA
Shops in neighbourhood centre		1 space per 20m ² GFA
Shops in town or major centre	Up to 13,000m ² GFA	4.7 spaces per 100m ² GFA
	13,000-26,000m ² GFA	4.3 spaces per 100m ² GFA
	26,000-40,000m ² GFA	3.3 spaces per 100m ² GFA
	Over 40,000m ² GFA	3.1 spaces per 100m ² GFA
Business premises up to 200m ²	In major centres	1 space per 1.25 employees + 1 space per 45m ² GFA
	Outside major centres	1 space per employee + 1 space per 40m ² GFA
Business premises greater than 200m ²		1 space per 40m ²

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The WDCP 2013 states that “transport choice” and “alternative transport” such as walking, cycling and public transport is key to helping the environment, providing more equitable access to jobs and services, and improving the area’s liveability. Yet the WDCP’s parking controls do not necessarily foster the advancement of these objectives. As it stands, the current controls if allowed to continue in future iterations of the DCP will promote the low-density development and high parking capacity (both residential and commercial) that currently characterises the Corridor, as existing parking controls will mandate a large supply of parking irrespective of actual demand, creating developments where the car park is often larger than the development itself. Such development patterns are not conducive to compact developments and land use patterns that facilitate walking, cycling and public transport access.

In contrast, a relaxation of these controls could help facilitate a higher density of development, creating more compact and walkable neighbourhoods and is a key action recommended in Council’s yet to be ratified *Car Parking Study and Implementation Plan 2020*. Encouraging travel patterns that are supported by walking, cycling and public transport usage goes beyond the provision of transport infrastructure and is closely linked to the types of land use fostered by planning controls.

4.8. Summary of Findings

A summary of the existing conditions is presented in Table 4.4. The summary outlines the key issues and opportunities that were identified in the preceding analysis of the existing transport conditions and categorises them by travel mode or focus area. The identified issues and opportunities will be used to inform ideas around the potential future transport changes that are required and the resultant recommended actions for the subsequent stages of this Transport Study.

Table 4.4: Summary of Key Issues and Opportunities

Area / Mode	Issues and Opportunities
Travel characteristics	<ul style="list-style-type: none"> High dependence on the private car for residents that own a car, yet there is also a relatively high percentage of residents without a car living in areas with infrequent public transport, contributing to transport disadvantage.
Walking	<ul style="list-style-type: none"> Many residents are within a 20-minute walk to their closest town centre (either Wyong or Tuggerah), which is good base from which to encourage more walking to work through better walking facility provision, since there are limited existing footpaths. Both the railway line and the Pacific Highway act as barriers between the eastern and western sides of Wyong.
Cycling	<ul style="list-style-type: none"> The skeleton of a potential high-quality, connected, cycling network is already in place; key interventions are required to maximise the utility of existing facilities, such as the extension of the bidirectional separated cycleway from Tuggerah into Wyong Town Centre as a shared path. Given the Pacific Highway bicycle facility is a bidirectional separated cycleway, it is better for the proposed extension into Wyong to continue with the same typology, rather than diverting cyclists into a shared facility with pedestrians. Council’s Bike Plan prioritises other areas of the Central Coast with the highest project in the Corridor only ranked 10th. 12 other projects have been identified within the Corridor. When these works are delivered, the bike network in the Corridor will be significantly improved. Steep topography is a barrier to cycling in southern Mardi.

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Area / Mode	Issues and Opportunities
Bus and Train	<ul style="list-style-type: none"> Public transport stops with frequent services exist along the north-south axis between Wyong and Tuggerah as well as at Westfield Tuggerah and the Tuggerah Super Centre, allowing for convenient public transport journeys along this corridor. Outside of this corridor and into the surrounding residential areas, public transport services are infrequent (fewer than four buses per hour), which diminishes the attractiveness and reliability of the services. Thirty-minute public transport access along the corridor is achievable from Tuggerah and Wyong train stations, though this travel catchment may be constrained from more distant residential areas in the Corridor. Congestion at key pinch points (see road section below) may generate bus reliability issues along the Pacific Highway in the absence of bus priority and impact on the 30-minute travel catchments from the Corridor. Rail primarily serves residents commuting to Sydney, Gosford and the Hunter. Lower frequency of services compared to the peak discourages rail as a mode for local trips.
Road	<ul style="list-style-type: none"> Volume Capacity Ratio (VCR) indicates most roads in the Corridor are not at or near capacity but congestion pinch points exist at Pacific Highway south of Wyong town centre, at Pacific Highway near Watanobbi and at Wyong Road near the interchange with the M1. Planned projects such as Warnervale Link Road and the Pacific Highway Upgrade will seek to relieve congestion at these pinch points. While these upgrades occur, an opportunity arises to mitigate the widening impacts on the local amenity of the town centres, including returning more space for walking and cycling.
Freight	<ul style="list-style-type: none"> A high volume of freight traffic runs through the Pacific Highway through the town centres in addition to freight traffic on the M1 Motorway. Conflict exists between freight traffic and vulnerable road users along the Pacific Highway, which highlights the need for planned interventions such as the cycleway extension on the Pacific Highway from Johnson Road to Wyong.
Parking	<ul style="list-style-type: none"> Current development controls contribute to maintaining the status quo of high parking supply and encourage the continued predominance of the car as a mode of transport.

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5. FUTURE NETWORK

5

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5.1. Future Transport Infrastructure

Section 5.1 outlines the expected major changes to the Tuggerah to Wyong Corridor's transport infrastructure over the next decade.

5.1.1. Pacific Highway Upgrade through Wyong town centre

This proposed project, in planning for almost ten years, would involve upgrading the Pacific Highway through the Wyong town centre to provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong. In addition to this widening, the project also proposes the following changes:

- New roundabout at the McPherson Road/ Pacific Highway intersection south of the Wyong River
- New twin bridges over the Wyong River, replacing the existing road bridge
- New roundabout at the River Road/ Pacific Highway intersection
- Replacement of the Rose Street rail overbridge with a wider bridge
- Intersection and signal upgrades at Church Street, Rose Street bridge, Anzac Avenue, North Road and Cutler Drive
- Relocation of existing bus interchange and commuter parking to a new bus layover facility on the eastern side of the railway tracks, with new pick up and drop off spaces and new commuter parking at the Wyong Squash centre site on Rose Street
- Bus stops at existing bus interchange replaced with offline bus stops with indented bus bays on either side of Pacific Highway in the town centre
- Alison Road becomes a left-in only intersection
- Unidirectional bicycle lanes provided on either side of Pacific Highway from Johnson Road in Tuggerah to Cutler Drive in Wyong, including along the new bridges over Wyong River
- Shared path provided on the eastern side of Pacific Highway Johnson Road in Tuggerah to North Road in Wyong, including along the new bridge over Wyong River.

In relation to transport and movement in the Corridor, this proposed project would relieve the traffic pinch point along the Pacific Highway currently experienced in the town centre and at the Wyong River as the dual carriageway four-lane highway in Tuggerah turns into a two-lane highway, with associated benefits for the movement of cars and freight.

Due to the required widening, the existing commuter parking and bus interchange on the western side of the railway line will be removed. Bus stops will be relocated to offline bus stops with indented bus bays on either side of Pacific Highway near the new Rose Street overbridge, while layover and commuter parking functions are relocated to the eastern side of the railway line. Offline bus stops have implications for bus operations as bus drivers will have to pull the buses in and out of traffic as well as cross the proposed bicycle lanes, creating potential operational delays and safety risks to more vulnerable road users. The concentration of all commuter parking on the eastern side of the railway line will necessitate more traffic movements over the upgraded Rose Street overbridge, including the displacement of the squash centre, while precise bus layover operations, including bus staging and short and long-term layover requirements will need to be carefully considered. The expansion of the commuter car park at Rose Street by demolishing the squash centre is also questionable given existing underutilisation of the existing Rose Street commuter car park, as well as the relative compactness of the Wyong and Wyong east residential neighbourhoods in relation to the location of Wyong train station.

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In terms of active transport, the continuous on-street bicycle lanes proposed do not appear to be physically separated from general traffic (apart from some on-road to shared path transitions along the new Wyong River bridge on the eastern side of Pacific Highway), posing safety risks to cyclists from sideswipe and encroachment from larger and faster vehicles, including trucks and buses.

Moreover, the interface between these lanes and the existing separated bidirectional cycleway south of Johnson Road is unclear. As commented earlier, on-road cycle lanes in town centre will be crossed over by buses accessing the offline indented bus bays, leading to safety risks for cyclists and driving difficulties for bus drivers.

The proposed intersection upgrades have the potential to deliver clear benefits to the Wyong town centre in terms of creating better pedestrian amenity and prioritising people movement. For instance, the proposed left-in only intersection at Alison Road would result in fewer cars accessing this street, leading to the ability to transform this street into a high-quality kerbless shared zone that prioritises people over cars. Accordingly, traffic movements from west of the Wyong town centre can filter through Anzac Avenue and Church Street to access the Pacific Highway via the upgraded signalised intersections instead.

5.1.2. Warnervale Link Road

The Warnervale Link Road is a proposed new road that would connect the growing residential area of Warnervale, which sits outside the Corridor, with Wyong and Tuggerah. The project proponent was initially Central Coast Council which led early investigations, but the project has since been progressed by the former Roads and Maritime Services (now TfNSW)². This is a key project listed in strategic planning documents such as *Future Transport 2056* and the *Central Coast Regional Plan 2036* as documented earlier in Section 2.1. The project involves the following components³:

- A new 2.3-kilometre two lane road between Pacific Highway at Wyong and Albert Warner Drive at Warnervale including a bridge over Porters Creek Wetland, including a shared pedestrian and cycle path on the western side of the Pacific Highway and link road (effectively serving as a northward extension of the Pacific Highway upgrades through Wyong)
- Widening the Pacific Highway to two lanes in each direction from Cutler Drive to Amy Close
- Traffic signalisation of the Britannia Drive intersection with Pacific Highway at Watanobbi, including replacement of the Pacific Highway bridge over the railway with a longer, wider and higher bridge. There would be no right turn from Britannia Drive southwards toward Wyong and no ability to head east on Pacific Highway to North Wyong and Wadalba. Instead, drivers would have to head north on the link road and subsequently use a proposed U-turn bay to head south or east.

The proposed alignment of the link road is shown in Figure 5.1.

² Roads and Maritime Services (2017) Warnervale Link Road Community Update

³ *Ibid* at 2

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Figure 5.1: Warnervale Link Road – strategic design



Source: Roads and Maritime Services (2017)

Based on the latest project updates provided by the former Roads and Maritime Services between 2017 and 2019, Roads and Maritime were progressing investigations on Stage 2 of the link road only, which pertains only to the segment of the road from the Lakes Grammar Senior School/Aldenhurst Road roundabout and the railway line, as shown in Figure 5.2:

Figure 5.2: Warnervale Link Road – Stage 2 strategic design



Source: Roads and Maritime Services (2017)

The remaining parts of the link road (Stage 1) are subject to further studies, including environmental impact studies of the link road over sensitive areas such as the Porter's Creek Wetland⁴.

⁴ Ibid at 2

FUTURE NETWORK

In terms of project benefits, it is clear the link road would support the planned growth of Warnervale, which will increase by 75,500 residents by 2036 according to the *Central Coast Regional Plan* as well as associated job growth, by providing a direct road link between Warnervale and the existing north-south Pacific Highway axis along the Corridor. Without the link road, traffic generated by the redevelopment of Warnervale would be required to continue on the existing indirect route from Wyong via Pacific Highway, Minnesota Road and Warnervale Road, which would reduce the convenience of access to and from this growth centre.

The new link road would also likely divert traffic away from existing regional and local roads such as Pacific Highway through Wadalba and Karwal, Minnesota Road and Warnervale Road.

While there are clear benefits associated with the project, there are also specific considerations for Council to be aware of as this project progresses through planning and design, including:

- Integration of the Pacific Highway upgrades project with the link road, including the walking and cycling interface. For instance, while the link road proposes a shared path along the western side of the Pacific Highway towards the Britannia Drive roundabout from Cutler Drive, the Pacific Highway upgrades propose a bicycle lane plus a separate footpath/ shared path up to Cutler Drive.
- The inconvenience to Watanobbi residents from the changes to the Britannia Drive intersection in terms of the severance of connections heading south and east and any perceived or real safety and inconvenience risks from using the U-turn bay. This arrangement may result in more local traffic from Watanobbi filtering through local streets to reach Wyong.
- Consideration of peak period high occupancy or bus lanes in each direction to mitigate any congestion impacts on bus running times and freight operations in peak periods.

5.1.3. Faster Rail – Northern Corridor

Faster rail has been identified as a long-term project in *Future Transport 2056* to deliver a rail network capable of accommodating trains that run at faster rail speeds (e.g. 160 km/h to 200 km/h) at a minimum. Trains that run at this speed is not a new concept in Australia, with the Queensland Tilt Trains already running at top service speeds of around 160 km/h.

The NSW Government established the *Fast Rail Network Strategy 2019* which identified four potential faster rail routes in NSW, including the Northern Corridor which would connect Sydney with Port Macquarie via the Central Coast, Newcastle and Taree. The indicative routes are shown in Figure 5.3.

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Figure 5.3: Four potential faster rail routes in NSW



Source: <https://www.nsw.gov.au/projects/a-fast-rail-future-for-nsw>

The benefits of faster rail include reduced travel times, with a trip from Sydney to Gosford taking one hour instead of one hour and 19 minutes, and Sydney to Newcastle taking two hours instead of two-and-a-half hours. Even faster journey times are possible under a high-speed rail (> 200 km/h) solution.⁵

In conjunction with the NSW Government's early investigations into faster rail, the Federal Government through its National Faster Rail Agency is supporting investigations in NSW through the establishment of business cases for the corridors shown in Figure 5.3, including a business case for the Sydney to Newcastle section.⁶ This business case was due to be completed in mid-2019 but the results have not been publicly released.

Notwithstanding the limited information available in the public domain on faster rail on the Northern Corridor, in particular between Sydney and Newcastle, the *Fast Rail Network Strategy* recognises faster rail speeds could be realised through dedicated track improvements on existing routes that enable faster journey speeds such as removing or easing curves and deviations in conjunction with new rolling stock. However, high-speed rail (> 200 km/h) would necessitate a new track and corridor altogether.

In relation to the Corridor, significant consideration would need to be given to whether faster rail on the existing track and if so, whether a stop is feasible within the Corridor. Any stop in the Corridor (e.g. either at Tuggerah or Wyong) would have local accessibility benefits that need to be weighed up against increases in journey times from the increased dwell time of an additional stop. The construction of a separate high-speed train line between Sydney and Newcastle may not necessarily follow an alignment similar to the existing railway line, in which case the Corridor could be bypassed.

⁵ NSW Government (2019) A fast rail future for NSW. Available at <https://www.nsw.gov.au/projects/a-fast-rail-future-for-nsw> Accessed 22 April 2020

⁶ National Faster Rail Agency (2019) Faster Rail Plan. Canberra

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5.2. Future Travel Pattern Changes

5.2.1. Future Road Network in 2036

As detailed in Section 4.4.2 of the Transport Study, data from the Sydney Traffic Forecasting Model (STFM) was used as a measure of existing traffic conditions. Identified areas of congestion included the Pacific Highway immediately south of the Wyong town centre, Wyong Road near the M1 interchange, as well as the Pacific Highway between Watanobbi and Wadalba.

With reference to the land use vision proposed in the Tuggerah to Wyong Economic Strategy, one aspect is to interrogate how the increase in residents, dwellings and jobs will impact the Corridor's road network. The Precinct Targets for 2036 are listed in Table 5.1.

Table 5.1: Precinct Targets 2036

Precinct	Residents	Dwellings	Jobs
North Wyong & Watanobbi	0	75	300
Wyong & Wyong East	2,400	1,150	1,000
Tuggerah	1,850	750	2,100
Total	4,250	1,975	3,400

As these targets are in general accordance with previous planning strategies and existing zoning controls, it can be assumed that the population and land use assumptions in future year scenarios of the STFM are still applicable and congruent with the vision laid out in the Tuggerah to Wyong Economic Corridor Strategy. Concerning the impacts of major infrastructure changes, the STFM accounts for both the Warnervale Link Road and the Pacific Highway upgrade in its 2036 scenario model. While the future 2036 STFM does not include any inputs or additional modelling by GTA, its inclusion of the key infrastructure changes means that a high level of confidence can be given to its outputs and the subsequent analysis. The forecasted change in volumes and volume capacity ratios for the three especially congested road links in the Corridor is displayed in Table 5.2 and Table 5.3.

Table 5.2: STFM Road Volumes – 2017 and 2036

Road Link		AM		PM	
	Traffic Direction	Northbound	Southbound	Northbound	Southbound
Pacific Hwy across Wyong River	2017	2,880	2,910	3,610	2,733
	2036	3,556	3,882	4,687	3,446
	Change	+676 (+23%)	+972 (+33%)	+1,077 (+30%)	+713 (+26%)
	Traffic Direction	Northbound	Southbound	Northbound	Southbound
Pacific Hwy – Johns Rd to 501 Pacific Hwy	2017	1,499	1,973	2,133	1,615
	2036	1,940	3,220	3,393	2,152
	Change	+441 (+29%)	+1,247 (+63%)	+1,260 (+59%)	+537 (+33%)
	Traffic Direction	Eastbound	Westbound	Eastbound	Westbound
Wyong Rd – Tonkiss St to Pacific Hwy	2017	2,701	1,872	2,427	2,625
	2036	3,299	2,099	2,809 (EB)	3,085 (WB)
	Change	+598 (+22%)	+227 (+12%)	+382 (+16%)	+460 (+18%)

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Table 5.3: STFM Volume Capacity Ratios – 2017 and 2036

Road Link		AM		PM	
	Traffic Direction	Northbound	Southbound	Northbound	Southbound
Pacific Hwy across Wyong River	2017	0.85	0.86	1.06	0.8
	2036	0.74	0.81	0.98	0.72
	Change	-0.11	-0.05	-0.08	-0.08
	Traffic Direction	Northbound	Southbound	Northbound	Southbound
Pacific Hwy – Johns Rd to 501 Pacific Hwy	2017	0.62	0.82	0.89	0.67
	2036	0.4	0.67	0.71	0.45
	Change	-0.22	-0.15	-0.18	-0.22
	Traffic Direction	Eastbound	Westbound	Eastbound	Westbound
Wyong Rd – Tonkiss St to Pacific Mwy	2017	0.84	0.58	0.76	0.82
	2036	0.61	0.39	0.52	0.57
	Change	-0.23	-0.19	-0.24	-0.25
	Traffic Direction	Eastbound	Westbound	Eastbound	Westbound

Looking at the 2017 existing conditions, all three of the identified congested road links have a volume capacity ratio (VCR) of more than 0.8 in at least one direction, for both the AM and PM periods. The segment of the Pacific Highway across the Wyong River has an average VCR of 0.89, however this figure is expected to drop to 0.81 by 2036 after accounting for the increase in traffic and the widening of the Pacific Highway. Even with the added lane capacity, the 2036 VCR for the northbound PM peak remains high at 0.98, meaning that by the late 2030s the VCR will rise above 1.0 and the peak period will be elongated. Therefore, the outputs of the STFM show that the Pacific Highway widening will not solve future traffic pressures on its own, and that part of the solution to long-term traffic relief will need to come from a greater mode shift to active and public transport.

The north-south oriented segment of the Pacific Highway running adjacent to the North Wyong Employment Area (NWEA) had a 2017 VCR of 0.82 for the southbound direction in the AM peak and 0.89 in the reverse direction in the PM peak. By 2036, these VCRs are forecasted to drop, respectively, to 0.67 and 0.71. It is important to note, however, that the 2036 scenario assumes the delivery of the Warnervale Link Road, as well as a doubling of the Pacific Highway lanes. While the Link Road is being progressed, there is no existing commitment to widening this section of the Pacific Highway. If the 2036 modelled volumes were applied to this section of the Pacific Highway without the road widening, the PM northbound peak period VCR is estimated at 1.4, which is well over capacity.

Finally, the congested segment of Wyong Road from Tonkiss Street to the Pacific Motorway is forecast to experience a relatively modest increase in traffic of 17%, but also a significant decrease in its average VCR (-0.23) to 0.52. Again, an extra lane in both directions on Wyong Road has been included in the 2036 scenario of the STFM. Interpreting the 2036 modelled volumes without this additional lane capacity, the average VCR is expected to increase from 0.75 to 0.88 and the eastbound AM peak forecast to be 1.03.

Referring back to the same rationale as the Pacific Highway over Wyong River, by the late 2030s or early 2040s, extra lane capacity will need to be added on the Pacific Highway at the NWEA and on Wyong Road, or alternatively, there will need to be a prominent mode shift away from the private car.

If Scentre Group's proposed redevelopment of the existing Westfield site into their vision of a 'Tuggerah Town Centre' were to go ahead, its population and job increase would go beyond the targets currently stipulated in the Economic Corridor Strategy. While this may increase traffic volumes to levels higher than those forecasted, the redevelopment's provision of 8.2km of active transport pathways (including 4.5km cycleways) may catalyse a mode shift towards active transport and result in decreased vehicle traffic.

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Further transport modelling would need to be undertaken to fully understand the impact of the proposed development on the Corridor's traffic volumes and mode split.

Finally, the proposed development to the east of Tuggerah station, such as the expansion of the Central Coast Mariners' Centre of Excellence, would put further pressure on the performance of the Wyong Road – Bryant Drive – Reliance Drive intersection. To support the Economic Corridor Strategy's identified "economic momentum" of the Central Coast Mariners' development and adjacent sporting facilities, improvement of the existing Wyong Road – Bryant Drive – Reliance Drive intersection and surrounding local road network is recommended.

5.2.2. Future Travel Characteristics in 2036

As shown earlier in the report in Section 3.4.1, the overall existing (2016) journey to work mode share for Tuggerah-Mardi and Wyong was approximately 71 per cent for car drivers and passengers, with train travel at eight per cent, walking only at three per cent and cycling at just 0.1 per cent.

With the anticipated growth indicated prior in Section 5.2.1, if these travel patterns continued (and directly applied to the future trips (plus existing trips) in 2036, there would be an increase of almost 6,000 trips with approximately 5,000 trips by private vehicle a day in the area.

If we look at changing the travel mode share with a reduction in car trips and an increase in walking, cycling and public transport, while the total number of trips stays the same, this would result in more than 800 fewer car trips while there would be an increase of over 400 walking and cycling trips and a further approximately 400 trips by bus and train. We have based this travel mode change on being both aspirational and realistic as to the type of changes could be expected on the Central Coast by 2036, should major projects be delivered.

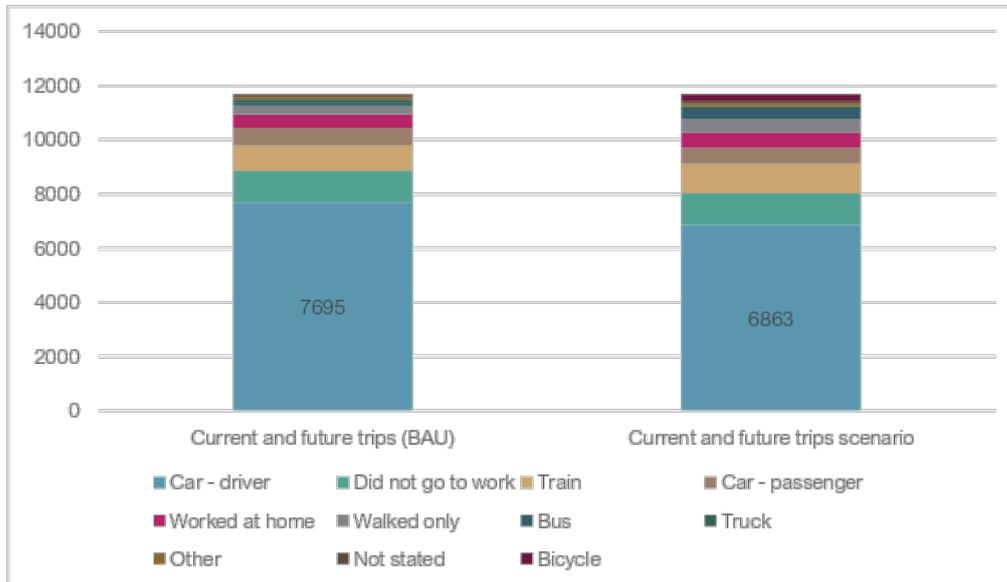
An outline of this is provided in both Table 5.4 and Figure 5.4.

Table 5.4: Current and Future Travel Mode in Tuggerah-Mardi and Wyong

Mode	Current Travel	Current Mode %	Future Travel with Current Mode %	Potential Future Mode %	Potential Future Travel	Future Difference
Car - driver	2655	66%	7695	55%	6863	-832
Did not go to work	400	10%	1159	10%	1165	6
Train	322	8%	933	10%	1087	154
Car - passenger	222	6%	643	5%	605	-39
Worked at home	175	4%	507	5%	558	50
Walked only	113	3%	328	5%	496	168
Bus	35	1%	101	4%	341	240
Truck	42	1%	122	1%	119	-3
Other	33	1%	96	1%	110	14
Not stated	30	1%	87	1%	107	20
Bicycle	3	0.1%	9	3%	233	224
Total	4030	100%	11680	100%	11684	0

FUTURE NETWORK

Figure 5.4: Current and Future Travel Mode in Tuggerah-Mardi and Wyong



5.3. Future Movement and Place

Transport for NSW's *Future Transport Strategy 2056* acknowledges the role of the Movement and Place Framework in allocating road space in a way that improves the liveability of places. Having the potential to improve the integration of land use and transport planning, some of the issues that the Movement and Place Framework aims to resolve include:

- Reconciling the tension that can exist between Place and Movement functions. The best practice approach includes finding ways of managing the effective movement of people, vehicles and goods and the creation of places that support social activity, economic vitality, public spaces, ecological functions and community.
- Balancing movement, safety and amenity. Existing main streets typically coincide with roads that carry out arterial functions, leading to detrimental safety and amenity outcomes (e.g. Pacific Highway through Wyong Town Centre). The primary aim is to reallocate space in the road corridor in a manner that reflects the quantum of people agglomeration and accounts for vulnerable road users, rather than just traffic volumes.
- Supporting streets' economic and environmental systems. Roads and streets are more than just conduits of traffic; they are complex and sensitive ecosystems that support people's livelihoods, environmental health and overall well-being. It is people, not cars, that spend at local shops and contribute to the dynamism of a centre.

In March 2020, the Practitioners Guide to Movement and Place was released by the NSW Government as a complementing document to provide a common structure for place-based transport and city and town planning across NSW. It provides further information on how to understand street environments and implement the framework.

Classification, as part of the Movement and Place process, categorises streets into four types of environments: civic spaces, local streets, main streets and main roads. 'Civic spaces' refers to streets that have a significant role in their communities, prioritising pedestrian activity and shared use. Local streets are the majority of streets in the road network, with a low movement and low place function.

FUTURE NETWORK

Main streets are those streets that have an intensity in both movement function and place function, while main roads are the routes central to the efficient movement of people and freight. Here, place activity levels are less intense.

Figure 5.5: Movement and Place – four street environments

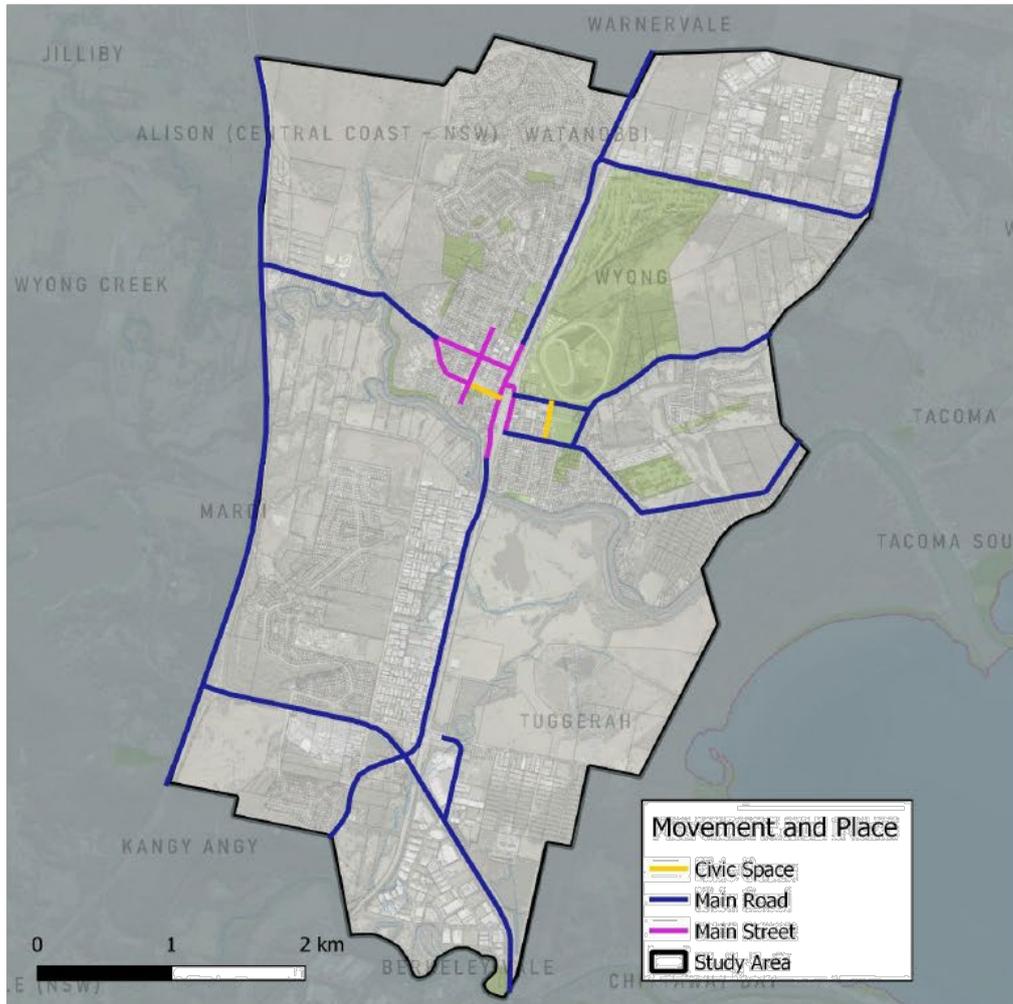


With consideration to the Study’s objectives, current and future traffic conditions, as well as the various projects in planning and delivery, Figure 5.6 depicts a vision for the future Movement and Place functions of the Tuggerah to Wyong Corridor’s street network. Key changes include the designation of Alison Road and Ithome Street as ‘Civic Spaces’, as well as the western section of Alison Road and eastern section of Anzac Avenue as ‘Main Streets’.

Consideration was given to streets within Tuggerah, however the existing and future land use is based upon large floorplates whereby the development is the major attractor, as opposed to a smaller retailer fronting a main street. Therefore, the priority is to facilitate better access and focus on the movement function of these streets.

FUTURE NETWORK

Figure 5.6: Movement and Place Classification of Future Corridor Road Network



FUTURE NETWORK

5.4. Future Transport Trends

Technology is improving at an ever-increasing pace. It has significantly shaped and will continue to shape the future of transport and mobility. Initial research indicates that the evolution of transport technologies will likely generate a broad spectrum of human responses, and TfNSW has developed four different scenarios.

While these scenarios are the most likely to eventuate, others cannot be ruled out. It also remains unclear which, if any, scenario will become the dominant paradigm for future mobility. Consequently, strategies are needed that accommodate this end-state uncertainty and enable multiple potential outcomes.

Table 5.5: Transport for NSW's Future Scenarios

Scenario	Description
Scenario 1: My (autonomous) car is (still) king	<ul style="list-style-type: none"> Individual point-to-point trips in personally owned vehicles. Customers have access to more personal point to point transport options using connected and automated vehicles that are increasingly customised to their needs (e.g. cars, pods).
Scenario 2: We're all in this together	<ul style="list-style-type: none"> Aggregated demand, shared-use and network optimisation. Customers access a broad range of automated (shared and personal) on-demand and mass transport modes with dynamic demand management and integrated payments.
Scenario 3: Super-commuting with public, active and shared transport	<ul style="list-style-type: none"> A lifestyle based on mass transit, flexible and active transport. Customers use an extended public transport, active and flexible shared-service network. Autonomous vehicles are for specific high-productivity uses only.
Scenario 4: Why travel so much	<ul style="list-style-type: none"> Technology reduces demand for mobility. Customers choose where they wish to work, shop, learn, socialise and be entertained. Technology enables travel to be minimised as services are 'delivered' in or near the home.

Source: Future Transport Technology | Roadmap 2016

It is critical to note that these four scenarios are not mutually exclusive. Rather, they represent 'use-cases' that are likely to co-exist. With this in mind, the technological developments that have the potential to impact the Tuggerah to Wyong Economic Corridor are summarised below.

Table 5.6: Potential future trends for the Corridor

Key Characteristic	Potential Outcomes
Shared Mobility (car sharing)	<ul style="list-style-type: none"> More car sharing Fewer privately owned cars than would otherwise be the case Later and lower take up of driver's licences
On-demand transport (buses)	<ul style="list-style-type: none"> Increases access to local services, potential decline in regular bus route patronage Tuggerah to Wyong Corridor unlikely to be an early adopter; given the narrow funnelling of the Corridor around the Pacific Highway, regular scheduled transit is likely to be more appropriate
Electric vehicles	<ul style="list-style-type: none"> More vehicle charging stations required (either private or public stations)
Connected and Automated Vehicles (CAVs)	<ul style="list-style-type: none"> Low mix of CAVs/ non-CAVs, some increase in discretionary trips, additional vehicle circulation Less available road space for vehicles
Intelligent Transport Systems (Smart Motorways)	<ul style="list-style-type: none"> Increased throughput of the Pacific Motorway

FUTURE NETWORK

Key Characteristic	Potential Outcomes
Smart Parking Management	<ul style="list-style-type: none"> • Less need for off-street parking with more efficient utilisation of existing commuter car parks in Wyong and Tuggerah • Better utilisation of car parks, reduction in vehicle circulation
Mass Transit (high priority bus lanes, new faster rail line and stop at Gosford)	<ul style="list-style-type: none"> • Increased public transport capacity, and bus, cycle and walking networks support access to new stations • Kerbside lanes used for higher priority use • Reallocation of road space and kerbside parking restrictions • Increase in bicycle use, reduction of car ownership
Reclaiming public spaces	<ul style="list-style-type: none"> • More local trips by walking and cycling • Increase in shorter, more local trips • Opportunity for more outdoor spaces, cafes etc
Road Pricing	<p>Depending on the type of pricing, it could:</p> <ul style="list-style-type: none"> • Increase use of non-toll roads • Decrease overall car usage • Make additional funds available to support other travel modes.
Improvement of urban freight logistics	<ul style="list-style-type: none"> • Slight shift of freight to off-peak periods • Increase consolidation and reduce freight trips
Automated drones/ deliveries	<ul style="list-style-type: none"> • Parcel delivery by drone has the potential to reduce road-based delivery operations. • Will require regulation.
Ageing Population	<ul style="list-style-type: none"> • Investment on more accessible and walkable streets • Increased short trips • Increasing opportunity for on-demand trips
TOD (development around major public transport nodes)	<ul style="list-style-type: none"> • Development concentrated around nodes reduces car dependence and overall car trips • Network redundancy more prevalent • Less requirements for parking
Flexible Work Arrangements and Tele-working	<ul style="list-style-type: none"> • Viability of flexible work arrangements highlighted by COVID-19 • Increase in non-work and non-peak hour trips • Work from home, reduce commuting trips one day a week • Modified hours shift the peak over a longer period • Increased access to local shops • Possible decline in travel demand with benefits for all travel modes

OPPORTUNITIES FOR
IMPROVEMENT

6. OPPORTUNITIES FOR IMPROVEMENT

6

OPPORTUNITIES FOR IMPROVEMENT

6.1. Future Actions

Based on the analysis and review from the preceding chapters, GTA has identified short (0-5 years), medium (5-10 years) and long-term (10+ years) opportunities for improvements to the existing transport network, having regard to the study's objectives of prioritising public transport and active transport and supporting the future growth of the Tuggerah to Wyong Economic Corridor. The proposed actions should be considered for inclusion in a future Development Contributions Plan's works schedule. For some of the proposed actions listed, other sources of funding may be more appropriate.

6.1.1. Walking and Cycling

The following opportunities have been identified for improving walking and cycling in the area.

Table 6.1: Recommended Walking and Cycling Actions

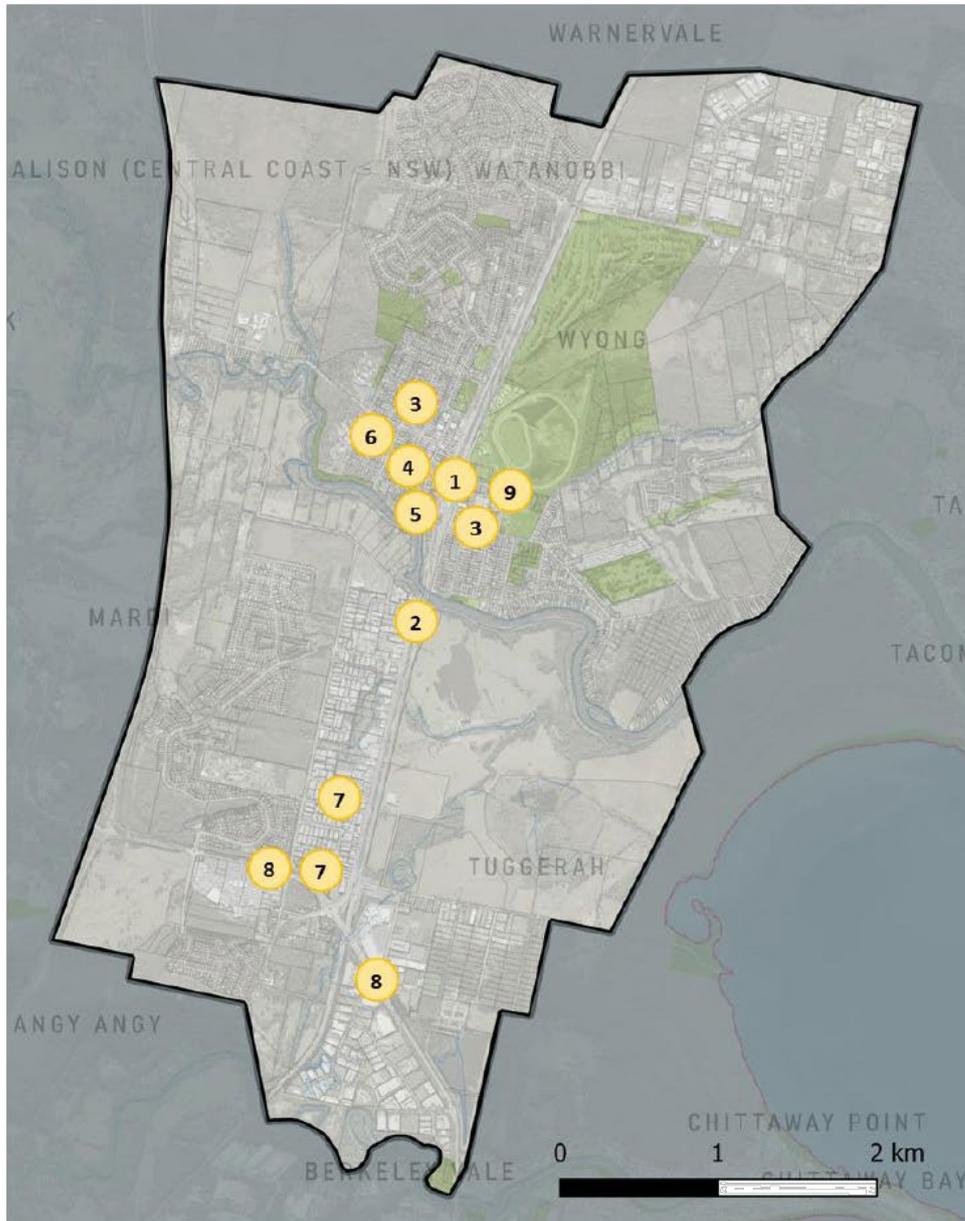
Ref	Recommended Action	Priority	Timing	Responsibility
1	Investigate options and advocate for a new active transport rail overbridge as part of TfNSW's Pacific Highway upgrade through Wyong.	High	Short	Council/TfNSW
2	Extend the separated bidirectional cycleway and a separate footpath on the Pacific Highway from the Johnson Road intersection to Wyong town centre as part of TfNSW's Pacific Highway upgrade through Wyong.	High	Medium	Council/TfNSW
3	Investigate footpath upgrades and cycling links connecting Wyong East with Wyong town centre, including new and widened footpaths and cycling facilities on Warner Avenue.	High	Short	Council
4	Upgrade the existing Alison Road shared zone to an improved shared zone with better pedestrian amenity.	High	Short	Council
5	Investigate shared zone expansions to other streets in Wyong in addition to Alison Road, including Hely Street, Robleys Lane, Rankens Court, Peters Lane and Church Street.	Medium	Medium	Council
6	On Alison Road between Margaret Street and Anzac Avenue, investigate options to prioritise the street for more 'Place' functions under the Movement and Place framework, including interventions to slow traffic speeds, reduce traffic flow and prioritise safe walking and cycling.	Medium	Short	Council
7	Investigate cycling connections from Tuggerah industrial area and Woodbury Park Road to connect with the Pacific Highway separated cycleway, including at Mildon Road, Anzac Road and Gavenlock Road.	Medium	Short	Council
8	Investigate and advocate for intersection improvements of existing cycling facilities in Tuggerah, including at Westfield Tuggerah and the Bryant Drive roundabout at Tuggerah Super Centre.	Medium	Medium	Council/TfNSW
9	Transform Ithome Street into a shared zone, enhancing the sense of community at Wyong's main sporting and recreational area.	Medium	Medium	Council

OPPORTUNITIES FOR IMPROVEMENT

Ref	Recommended Action	Priority	Timing	Responsibility
-	Review the provision of footpaths in existing neighbourhoods and identify opportunities to increase footpath provision to at least one side of a street.	Medium	Long	Council
-	Review planning standards (DCP/LEP) to include minimum footpath, cycle facility and end-of-trip facility provision requirements for new residential and commercial subdivisions.	High	Short	Council
-	Ensure that Safe Systems principles are embedded into the planning and delivery of all future pedestrian and cyclist infrastructure.	High	Short	Council/TfNSW
-	Ensure that Green Travel Plans (GTP), or an equivalent plan, are required for development consent for new major developments in the Corridor. Where possible, review existing major trip generators across the Corridor and engage with landowners to develop a GTP.	High	Short	Council

OPPORTUNITIES FOR IMPROVEMENT

Figure 6.1: Walking and Cycling Opportunities



OPPORTUNITIES FOR IMPROVEMENT

6.1.2. Public Transport

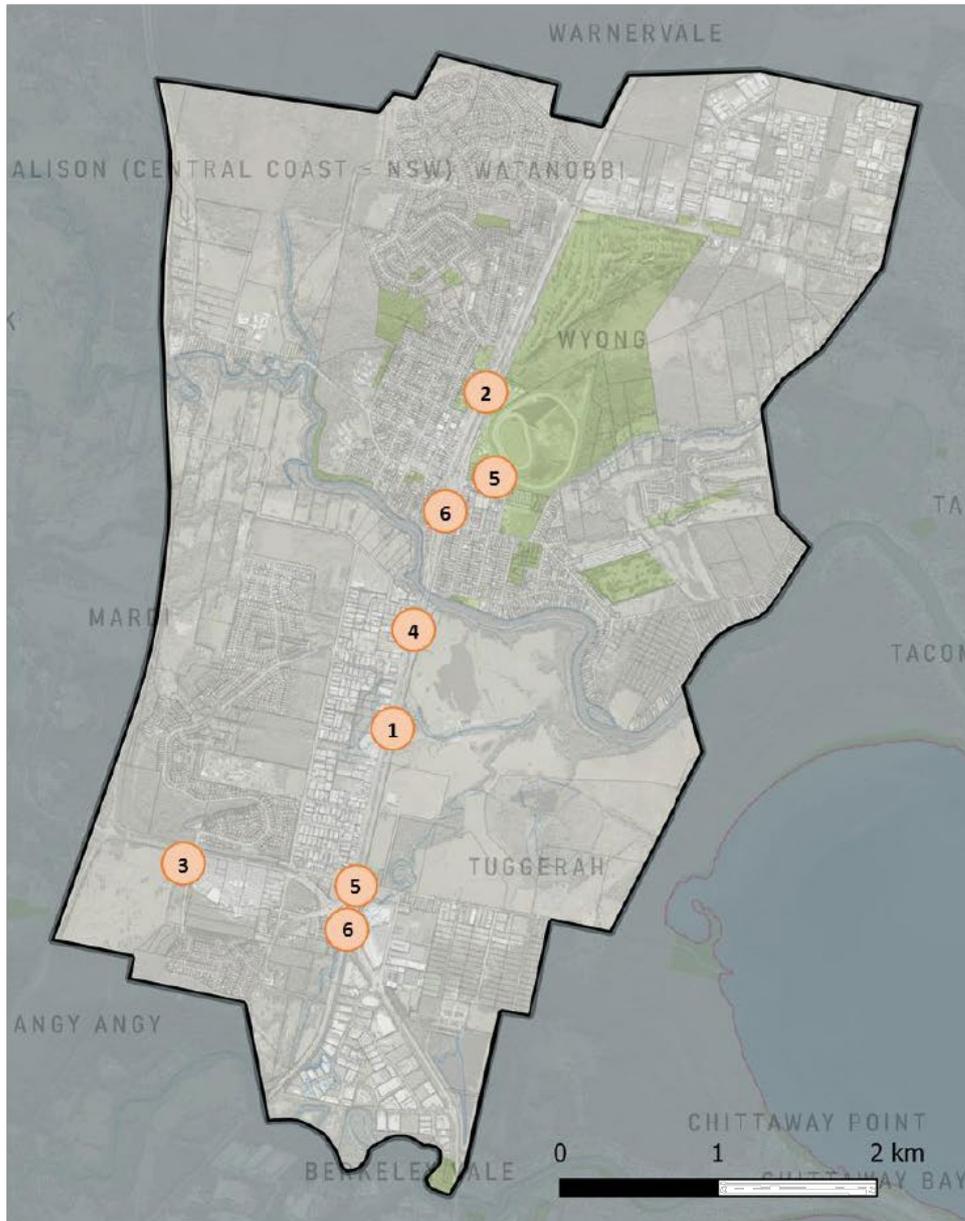
The following opportunities have been identified for improving public transport in the area.

Table 6.2: Recommended Public Transport Actions

Ref	Recommended Action	Priority	Timing	Responsibility
1	Investigate bus priority improvements along Pacific Highway between Tuggerah and Wyong, including bus advance signals, to be tied in with Pacific Highway upgrades even if not currently proposed.	High	Medium	Council/TfNSW
2	Reconsider the road space allocation and cross-section along the Pacific Highway, including opportunities to repurpose on-street parking for other movement purposes such as for public transport, freight, cars and/or active transport.	High	Long	Council/TfNSW
3	Investigate how Future Transport 2056's 'Bus Headstart' program can be leveraged to support public transport access for new subdivisions in the Corridor, including planned developments next to Westfield Tuggerah.	Medium	Medium	Council/TfNSW
4	Investigate improved public transport marketing opportunities for the frequent bus corridor that exists between Tuggerah and Wyong along the Pacific Highway, including messaging around 'catching any bus to travel along the Corridor' as well as route numbering simplification opportunities. This marketing would need to be carried out in concert with new bus priority measures on Pacific Highway to deliver a high-quality frequent and separated transit corridor.	Medium	Short	Council/TfNSW
5	Investigate opportunities for station precinct area redevelopments to improve walking amenity and accessibility, especially for Wyong train station where pedestrians must walk through a car park or walk on steps to access the overbridge.	High	Medium	Council/TfNSW
6	Investigate the viability of on-demand bus services to and from Wyong and Tuggerah railway stations.	Low	Medium	Council/TfNSW
-	Conduct number plate surveys of Park and Rider users at Tuggerah and Wyong to evaluate the origins of users, with the view of investigating the extent to which connecting buses and walking and cycling access are used. This initiative will support efforts to manage Park and Ride demand to avoid the costs of further expansion.	Low	Short	Council/TfNSW

OPPORTUNITIES FOR IMPROVEMENT

Figure 6.2: Public Transport Opportunities



OPPORTUNITIES FOR IMPROVEMENT

6.1.3. Road and Freight

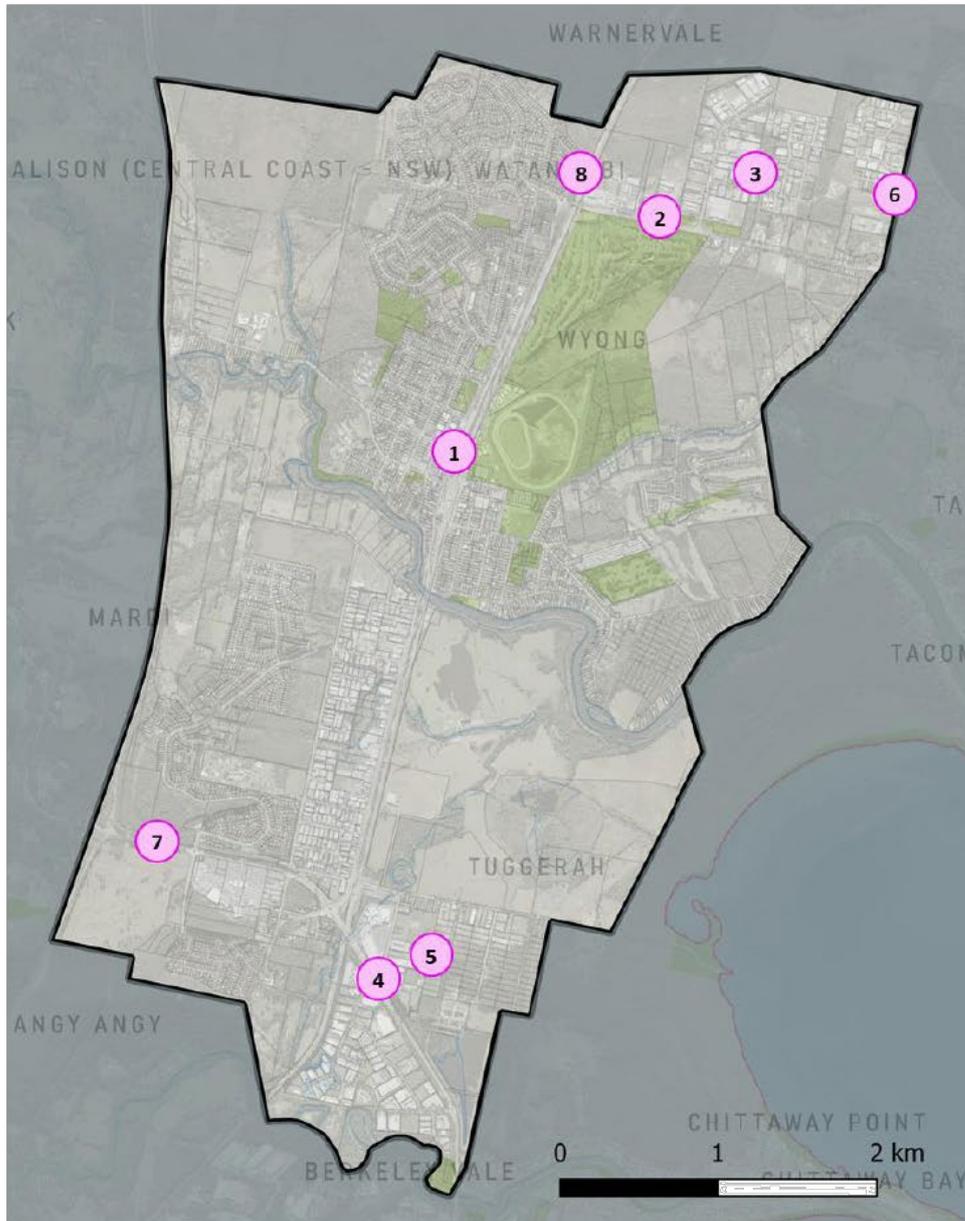
The following opportunities have been identified for improving the road network in the area.

Table 6.3: Recommended Road and Freight Actions

Ref	Recommended Action	Priority	Timing	Responsibility
1	Leverage the opportunity and mitigate impacts of the proposed Pacific Highway widening project by investigating slower speed limits and diverting traffic away from key Wyong town centre streets such as Alison Road. Possible alternative routes include Anzac Avenue, especially for traffic coming from the north. Undertake a more detailed traffic study and engage further with stakeholders to understand implications of proposed road network changes.	High	Medium	Council/TfNSW
2	Minimise access points to the Pacific Highway from the North Wyong Employment Area where possible, especially in light of proposed further development in the area.	Medium	Medium	Council/TfNSW
3	Improve the permeability and circulation of the road network within the employment precinct.	Medium	Medium	Council
4	Investigate and advocate for an upgrade to the Wyong Road – Bryant Drive – Reliance Drive intersection.	Medium	Medium	Council/TfNSW
5	Investigate the potential extension of Mooramba Road to Ibis Road and Wyong Road, to support traffic circulation to the east of Tuggerah station. It is recommended that a detailed cost estimate is undertaken to provide further clarity on the project's viability.	High	Short	Council
6	Investigate and advocate for the potential road widening of the Pacific Highway from Johns Road to Myrtle Terrace. Options include the use of the existing road space dedicated to cycling with an alternate cycling facility provided, or major road widening works. Additional modelling is required to further understand the future need.	Medium	Long	Council/TfNSW
7	Investigate and advocate for the potential road widening of Wyong Road from the Pacific Motorway to Gavenlock Road. Traffic modelling is required to further understand the future need.	Medium	Long	Council/TfNSW
8	Advocate for the expedited delivery of the Warnervale Link Road	High	Short	Council/TfNSW

OPPORTUNITIES FOR IMPROVEMENT

Figure 6.3: Road and Freight Opportunities



OPPORTUNITIES FOR IMPROVEMENT

6.1.4. Parking

The following opportunities have been identified for improving parking in the area.

Table 6.4: Recommended Parking Actions

Ref	Recommended Action	Priority	Timing	Responsibility
-	Review minimum and maximum parking requirements in the DCP as part of Council's ongoing work to update its DCP and LEP following the development of the LSPS, with the view of adjusting parking rates to support planned development while managing the on-street parking resource. This includes removing minimum parking requirements to encourage innovative development design that promotes public and active transport	High	Short	Council
-	Undertake regular parking surveys to evaluate parking demand to identify whether parking management interventions are required in Tuggerah and Wyong town centres and surrounding lands	Medium	Short	Council
-	Implement the recommended actions from Central Coast Council's <i>Car Parking Study and Implementation Plan 2020</i> , including: <ul style="list-style-type: none"> Investigating rollout of smart parking technology such as parking sensors, license plate recognition technology and digital wayfinding signage Use of the NSW Government's ParknPay app to ensure consistency and ease of use for customers state-wide Demand-responsive parking management, including the use of demand-responsive pricing to manage parking demand Repurpose long-stay parking to short-stay parking and other land uses in and near activity centres 	High	Short to medium	Council



Background

The NSW Government's Central Coast Regional Plan 2036 (CCRP) sets four goals for the Central Coast to ensure its successful and sustainable growth.

- Goal 1: A prosperous Central Coast with more jobs close to home
- Goal 2: Protect the natural environment and manage the use of agricultural and resource lands
- Goal 3: Well-connected communities and attractive lifestyles
- Goal 4: A variety of housing choice to suit needs and lifestyles

Under these goals are a list of Directions, intended to guide planning and investment in the region. The Strategy has been developed to implement two Directions of the CCRP in particular:

- Direction 2: Focus economic development in the Southern and Northern Growth Corridors
- Direction 7: Increase job containment in the region.

The Northern Growth Corridor, referred to in CCRP Direction 2, describes the land located between Tuggerah to Warnervale.



Figure 1: Northern Growth Corridor (Source: Central Coast Regional Plan)

The draft Tuggerah to Wyong Economic Corridor Strategy (The Strategy) was reported to Council on 11 November 2019 and Council resolved:

- 1071/19 *That Council prepare a Transport Study for the Tuggerah to Wyong Economic Corridor to be undertaken in conjunction with the public exhibition of the draft Tuggerah to Wyong Economic Corridor Strategy.*
- 1072/19 *That the Transport Report includes;*
- *Capacity of the transport network,*
 - *Demand based on the proposed Strategy*
 - *Measures of efficiency, sustainability and liveability*
 - *Consultation with key agencies and transport stakeholders*
 - *Known commitments for transport infrastructure and timeframes for delivery*
 - *Options for transport improvements (short, medium and long term) that will improve future measures of efficiency and liveability*
- 1073/19 *An adjustment of the 2019/20 financial budget of \$50,000 be made for the Transport Study.*
- 1074/19 *That Council remove the reference to the airport from the draft as it is not consistent with the intent of the previous resolution of Council.*
- 1075/19 *That Council, for the purpose of community consultation, endorse the public exhibition of the amended draft Tuggerah to Wyong Economic Corridor Strategy (including Action 3.7) for a minimum period of 40 days.*
- 1076/19 *That Council conduct two workshops (one day and one evening) that includes a presentation of the draft documents and an opportunity for comments.*
- 1077/19 *Following exhibition of the draft Tuggerah to Wyong Economic Corridor Strategy, Council consider a further report on results of the community consultation and the Transport Study.*

The Strategy

The Strategy is a set of directions and actions for the community, Government and the development sector to create a sustainable corridor that the community want to live and work in.

The Strategy has five key Corridor Strategies that collectively focus on improving liveability of the three precincts – North Wyong & Watanobbi, Wyong & Wyong East and Tuggerah.

1. Capitalise on the unique role and function of each centre;
2. Ensure sufficient zoned land to accommodate projected population and employment increases;
3. Maximise connectivity between activity nodes and centres to support renewal opportunities;
4. Maintain and improve the areas strong relationship with green open space and the environment; and
5. Build on the Corridor’s potential as a great destination for culture, recreation and tourism.

There is a focus towards the use of existing infrastructure capacity and opportunities to promote increased density and employment generation.

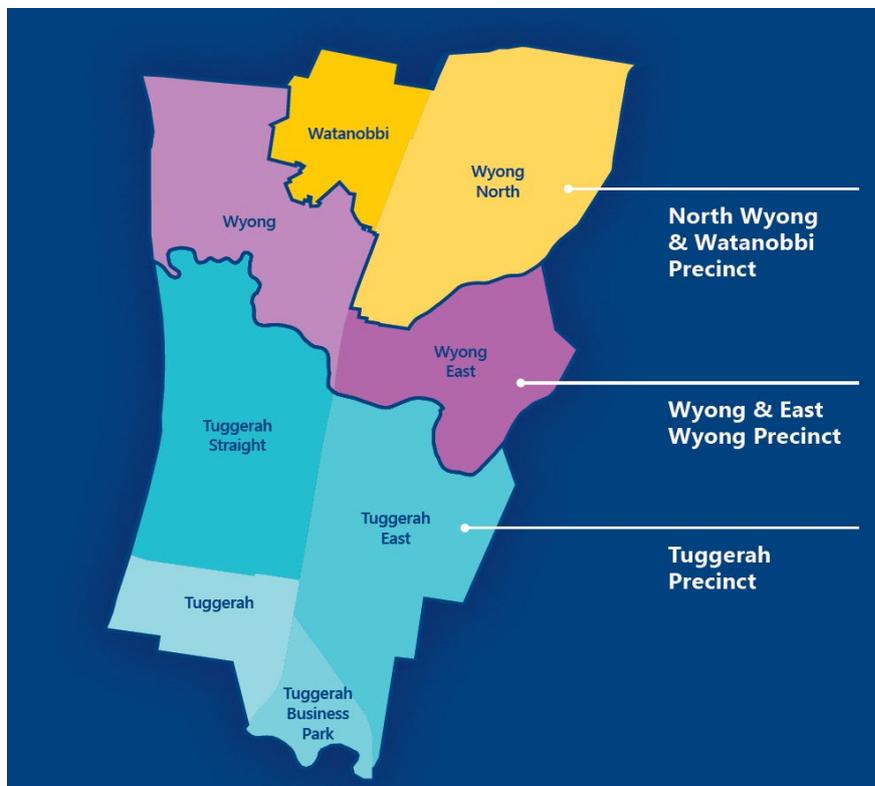


Figure 2: Three key precincts that make up the Tuggerah to Wyong Economic Corridor

Consultation

The Strategy was placed on public exhibition from 11 March 2020 to 8 May 2020. The community was advised of the exhibition period through: -

- Media release
- Advertising in local newspapers and local radio
- A project page on Council's "Your Voice Our Coast" website

Due to the Covid 19 pandemic the community drop in sessions and Government Agency workshop planned for 26 March 2020 were cancelled. In lieu Council's Your Voice Our Coast project page was updated to include a detailed presentation that highlighted key aspects of The Strategy and a number of Frequently Asked Questions (FAQs). One on one online consultation sessions were offered to key community groups, landowners and government agencies.

Ninety-eight written submissions were received from community members and key landowners in response to public exhibition. Over 80 submissions relate to the Central Coast Airport, now known as the Warnervale Aircraft Landing Area (ALA) and request its inclusion in the Strategy. The Warnervale ALA is not located within the Tuggerah to Wyong Economic Corridor and as such, is not considered under the Strategy. Future development opportunities for the Warnervale area, including the Wyong Employment Zone (WEZ), will be considered during the preparation of the Greater Warnervale Structure Plan (GWSP).

Fifteen submissions support and praise the findings of the draft Strategy, whilst a small number of major landowners within the Corridor sought greater recognition for their sites. A number of minor amendments have been made to the Strategy in response to issues raised in submissions.

- Wording updated under Central Coast Regional Plan 2036 (CCRP) to clarify the precincts that are part of the Northern Growth Corridor but beyond the study boundaries for the Strategy.
- Action 1.2 updated to include a review of permitted land uses in the B5 Business Development zone as part of the preparation of the Central Coast Retail Strategy.
- Action 1.3 updated to recognise the important role of sport and recreational uses within Tuggerah East.
- Action 2.1 updated to provide that Council may consider rezoning proposals with strategic and site-specific merit in the short to medium term.
- Action 2.3 updated to include additional strategies to attract and retain business including the establishment of a 100GB/s high speed internet network, reviewing permissible land uses in the B6 Enterprise Corridor and B7 Business Park zones, and finalising Council's Central Coast Economic Development Strategy (EDS).
- Action 3.3. updated to identify that future upgrades will be required to the Bryant Dr/Reliance Dr/Wyong Rd roundabout and that Council will work with Transport for NSW (TfNSW) to expedite potential roundabout upgrades.
- Action 4.3 updated to identify that development in potential flood risk areas may be considered where flooding can be resolved, and safe evacuation provided.
- Action 5.1 updated to highlight important private sport and recreational establishments.

- Action 6.1 reworded to Promote a range of employment uses on B6 land in North Wyong to support and compliment the Wyong and Warnervale Town Centres.
- Action 6.2 updated to remove reference to limiting car parking within the front setback and replace with encouraging attractive and consistent landscape frontage to the Pacific Highway. North Wyong Precinct Plan updated to remove reference to green corridor and landscape setback and replace with an attractive landscape frontage. Plan also updated to identify a potential new vehicle entry to the Pacific Highway off Lilly Pilly Place, North Wyong.
- Tuggerah Precinct Plan updated to identify potential future connection of Mooramba Road to Ibis Road and Wyong Road.
- Action 13.2 updated to clarify the uses outlined may (not will) be included in the development of the Tuggerah Gateway site.

A complete list of issues raised, and Council's response is outlined in Attachment 4 – Summary of submissions.

Government Agencies

On 9 March 2020 Council wrote to the relevant Government Agencies advising of the public exhibition period and inviting them to make a submission. Written submissions were received from the following Government Agencies:

- NSW Department of Planning, Industry and Environment (DPIE)
- NSW Department of Primary Industries – Agriculture
- NSW Department of Education
- NSW Rural Fire Service
- Transgrid
- Mine Subsidence Advisory Board
- Transport for NSW

All of the Government Agencies supported the preparation of the Strategy with some requesting minor amendments to wording or mapping, and further involvement as the actions are progressed.

Key amendments in relation to Government Agency submissions include:

- Relationship with other plans – Central Coast Regional Transport Plan updated to Regional NSW Services and Infrastructure Plan.
- Action 2.2 updated to outline that Council will work with NSW Government to identify and understand issues affecting the take-up of industrial land.
- Action 4.2 updated to identify that growth will be balanced with the protection of biodiversity in accordance with the NSW Government's Central Coast Strategic Conservation Plan.

- Action 10.1 updated to identify the investigation of strategies to manage freight access during the Pacific Highway upgrade while maintaining amenity in Wyong Town Centre.
- Action 11.1 updated to require that any future development not encroach on Transgrid land. Tuggerah Precinct Plan updated to identify the electrical substation and Transgrid transmission line.
- Action 13.2 updated to state that any future development of the Tuggerah Gateway site must consider principles to reduce the generation and transportation of waste and recycling materials, and suitable locations for freight and servicing activities.
- Implementation Plan updated to identify the government agency responsible for implementing each action.

A complete list of issues raised by the Government Agencies and Council's response is outlined in Attachment 4 – Summary of submissions.

Councillor Consultation

A Councillor Briefing was held on 29 July 2019 informing Councillors of the project scope, progress and proposed steps to enable the Strategy to progress to public exhibition. A Councillor Workshop was held on 26 September 2019 to enable more detailed discussion on key findings and recommendations of the Strategy. A further Councillor Briefing was held on 3 August 2020 to advise of the outcomes of the public exhibition of the Strategy.

A number of minor amendments have been made to the Strategy following the briefing:

- 1 Under the Central Coast Regional Plan 2036 (CCRP) on page 11 the proposed wording to identify the Central Coast Airport as part of the Northern Growth Corridor has been removed. The revised wording refers to the Wyong Employment Zone (WEZ) to ensure consistency with the CCRP.
- 2 Action 11.1 updated to identify that Council will investigate opportunities for improved road linkages and urban renewal for land north of Johnson Road within Tuggerah Straight, subject to resolution of flooding constraints. The Tuggerah Precinct Plan has also been updated to identify this land in grey hatching.

Transport Study

The Transport Study considers the capacity of the existing transport network, the demand generated by the Strategy, and the transport improvement required to increase efficiency, sustainability and liveability within the Corridor.

In preparation of the Transport Study a workshop and ongoing consultation was held with the relevant internal Council units and specialist staff from Transport for NSW, Department of Planning, Industry and Environment, Red Bus Services and Busways. Following the stakeholder workshop on 11 June 2020 all participants were encouraged to submit feedback on the draft Transport Study. This feedback was considered by GTA Consultants and any issues raised were addressed as part of the final Transport Study.

Following the Councillor Briefing on 3 August 2020 the draft Transport Study was forwarded to Central Coast Community Transport for comment on 17 August 2020 and 27 August 2020. No response was forthcoming.

The Transport Study is attached to the Strategy and identifies a number of opportunities and actions for improvements to the existing transport network. The actions have regard to the study's objectives of prioritising public and active transport and supporting the future growth of the Tuggerah to Wyong Economic Corridor.

Implementation

The Strategies Implementation Program identifies actions, which agency is responsible for delivering the action, and how the action will be delivered. Timeframes for the actions are also identified:

- Current (underway)
- Short Term (0 – 5 years)
- Medium Term (5 – 10 years)
- Long Term (10+ years)

Actions that are currently underway include:

- Preparation of a Retail Strategy;
- Implementation of the Central Coast Bike Plan and Pedestrian Access Management Plan (PAMP);
- Preparation of the Wyong Town Centre Structure Plan;
- Finalisation of the draft Greener Places Strategy;
- Preparation of an Active Lifestyles Strategy;
- Review of the planning controls for heritage listed sites.

To ensure that the actions are implemented, and the Strategy responds to changing government policy and community and industry needs over time, it is recommended that ongoing monitoring of the action implementation be undertaken, and that the Strategy be reviewed and amended if required after five years.

Financial Considerations

Any actions arising from the Strategy that require funding are "non-essential" for the short to medium term. Council staff will consider other opportunities for funding of these actions including government grants. In addition, relevant actions will be included in future updates to Council's Contribution Plans to be funded through the collection of development contributions as development occurs.

Further, many actions can be undertaken in-house by Council staff without the need for external funding (e.g. review planning and land use controls, monitor industrial land take up and availability, advocate to Transport for NSW for Pacific Highway upgrades and construction of the Link Road, etc). However, some actions would require outsourcing to specialised skill sets when funds permit.

Draft Tuggerah to Wyong Economic Corridor – Summary of Submissions

Community Responses

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
1	D13865772 9/3/20	<ul style="list-style-type: none"> • Ensure conservation zones are protected • Proposed ATL excellent way to connect area • Like green gateways • Broad mix of activities – what takes priority? • Good to see more active street frontages • Need improve walkability, public transport access • Well researched, clear directions and actions, appreciate focus on accessibility. 	<p>Action 4.2 states Council will protect areas of high conservation habitat.</p> <p>The draft Strategy outlines a broad mix of uses that may be suitable within the different precincts, however, the ultimate use will be developer lead.</p> <p>As per Action 3.7 Council is preparing a Transport Study to consider opportunities to promote more sustainable public and active transport options.</p>	<p>Noted.</p> <p>No further action required.</p>
2	D13875133 13/3/20	Surprised Warnervale airport not included – critical piece of infrastructure and valuable part of local area.	Central Coast airport is not located within the study area for this Strategy. It will be considered as part of the Greater Warnervale Structure Plan (GWSP).	<p>Noted.</p> <p>No further action required.</p>
3	D13875144 13/3/20	Surprised Central Coast Airport excluded – essential piece of infrastructure. Rectify to reap social, educational and economic benefits from airport.	Refer to earlier comment on airport.	<p>Noted.</p> <p>No further action required.</p>
4	D13875884 13/3/20	Odd there is no mention of Warnervale airport. Especially given talk of how Williamtown airport can benefit the Central Coast.	Refer to earlier comment on airport.	<p>Noted.</p> <p>No further action required.</p>
5	D13876569 13/3/20	<ul style="list-style-type: none"> • Why no mention of airport? Great and needed asset. Council has agenda to close and remove airport. Keep the airport. • Few Council fields/sport areas could be used for industrial redevelopment. E.g. Adcock Park. 	<p>Refer to earlier comment on airport.</p> <p>Most sporting fields are near residential areas and are not suited to industrial development.</p>	<p>Noted.</p> <p>No further action required.</p>

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
6	D13876673 13/3/20	Why isn't Warnervale airport included? Important asset, needed for emergency services, patient transport, general aviation.	Refer to earlier comment on airport.	Noted. No further action required.
7	D13876843 13/3/20	Good to see Council thinking strategically. Surprised and disappointed no reference to airport – valuable community asset. Review and add airport.	Noted. Refer to earlier comment on airport.	Noted. No further action required.
8	D13876855 13/3/20	<ul style="list-style-type: none"> On the whole it's a worthwhile endeavour Disappointing the Central Coast Airport isn't included. Potential for growth and employment opportunities, community uses and tourism. Important community asset. Tuggerah Station facilities need improvement – more parking and a lift. Coverage Wyong & East Wyong is reasonable. 	Noted. Refer to earlier comment on airport. The strategy promotes the development of additional facilities at Tuggerah Railway Station.	Noted. No further action required.
9	D13876866 13/3/20	Why hasn't Warnervale airport been included? Vital part of growth, better access needed. Clean up Tuggerah Lake so it can be appreciated from the air.	Refer to earlier comment on airport.	Noted. No further action required.
10	D13876911 14/3/20	<ul style="list-style-type: none"> Families need access to transport and jobs Support cycleways Explore tram lines and transport other than cars Parking is an issue in Wyong Overpass or underpass to link both sides of Wyong for vehicles and walking/cycleways More accessible options for buildings 	Noted. As per Action 3.7 Council is currently preparing a Transport Study that considers opportunities to promote more sustainable public and active transport options.	Noted. No further action required.
11	D13876995 13/3/20	<ul style="list-style-type: none"> Why not include vital infrastructure such as a developed airport? Airport would support local jobs and tourism. No focus on aviation. No commitment to the WEZ. Need better road planning - too many lights and roundabouts. 	Central Coast airport and the WEZ are not located within the study area for this Strategy. They will be considered as part of the GWSP.	Noted. No further action required.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		<ul style="list-style-type: none"> Ensure flooding doesn't continue to be a problem. 	As per Action 3.7 Council is currently preparing a Transport Study to review transport options.	
12	D13877018 16/3/20	Please consider the ultra-fast gigabyte per second internet infrastructure for this area.	Amend draft Strategy to include as a new action or as part of an existing action.	Addition to Action 2.3: Attract and retain business, pg.38 - <i>"Continue to work with commercial providers to establish a 100GB/s high speed internet network to give local businesses and workers a distinct competitive advantage, and to support jobs within the corridor"</i>
13	D13877031 17/3/20	What part does Warnervale airport play? No reference - is this an oversight or deliberate strategy to keep airport out of the loop? An economic strategy cannot ignore the economic benefits that flow from airport.	Refer to earlier comment on airport.	Noted. No further action required.
14	D13877203 15/3/20	Warnervale airport needs to be included – it is a key piece of transport infrastructure.	Refer to earlier comment on airport.	Noted. No further action required.
15	D13877273 15/3/20	<ul style="list-style-type: none"> North Wyong working well - room for expansion. Tuggerah has plenty of room for expansion – be wary of low-lying land. Wyong particularly subject to choked roads. Any well thought out plan that allows residents to work on the coast rather than commute is a plus - should be a priority rather than encouraging more people to move into an already overpopulated area. 	Noted. The draft Strategy includes: - Direction 6 to maintain and encourage employment uses in North Wyong. - Direction 11 to maintain and encourage employment uses in Tuggerah. - Action 3.6 to advocate for the completion of the Pacific Highway upgrades.	Noted. No further action required.
16	D13884269	Warnervale airport should be included. The draft Central Coast EDS identifies the airport and aviation	Refer to earlier comment on airport.	Noted.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
	19/3/20	related business as the best sector to suit the future of the coast and show it as the second-best development opportunity. Airport would create high tech aviation hub and generate hundreds of local jobs. A community asset that should be allowed to generate community benefit and employment.		No further action required.
17 To 50	D13886114 D13886137 D13886139 D13887180 D13922220 D13923089 D13923105 D13923141 D13923656 D13923663 D13923671 D13923672 D13923677 D13923680 D13923683 D13923725 D13923847 D12923869 D13923976 D13924000 D13924022 D13924086 D13924452	<p>Central Coast airport originally included in Strategy and removed by Council resolution – concerned airport not recognised as a potential large economic driver for the region.</p> <p>Airport is recognised in Council's draft Central Coast Economic Development Strategy (EDS). EDS shows overwhelming resident and business support to retain airport. Aviation is a key job and industry.</p> <p>Vital strategic benefits airport may bring must be inserted into this strategy or Central Coast Regional Plan 2036. Need to consider multiplier effect and net benefit to business the airport brings to Tuggerah and Wyong.</p>	<p>Refer to earlier comment on airport.</p> <p>Prior to exhibition a reference to the Central Coast Airport was removed from page 11 of the draft Strategy. This reference previously identified the airport as being a key precinct outside the Strategy study area.</p> <p>The draft Strategy has never provided recommendations for the airport as it is not located within the Tuggerah to Wyong Economic Corridor study area.</p> <p>The Central Coast Regional Plan 2036 was prepared by the Department of Planning, Industry and Environment. Inclusion of the airport in this plan is not a Council decision.</p>	<p>Noted.</p> <p>No further action required.</p>

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
	D13924692 D13925355 D13926091 D13926096 D13926683 D13930253 D13931312 D13931336 D13931460 D13934186 D13935351			
51	D13886148 20/3/20	Warnervale airport should be included - pilot training, light aircraft servicing and repair. Potential development of airport site into aviation industrial park with tourism benefits. Critical future asset. Bypass around Wyong is well overdue.	Refer to earlier comment on airport. Action 3.6 of the draft Strategy is for Council to advocate for the completion of the Pacific Highway upgrades.	Noted. No further action required.
52	D13886156 20/3/20	Disappointed airport has been removed from the Strategy – important piece of infrastructure. Overwhelming support from residents for the airport.	Refer to earlier comment on airport.	Noted. No further action required.
53	D13887148 22/3/20	Surprised airport not included as part of critical infrastructure – has economic benefits to local business. Airport located on flood plain and sale of land unwise as developer would have to interfere with natural water table and that would affect ecologically sensitive wetlands. Review the improvements to the airport to improve its use to the coast community. Remove controls on airport operations.	Refer to earlier comment on airport.	Noted. No further action required.
54	D13887167	Why isn't Warnervale airport included? Airport recognised in Council's draft EDS as large economic	Refer to earlier comment on airport.	Noted.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
	21/3/20	<p>driver for the region with large scale support for its retention by residents and businesses. Future vision of Central Coast must include aviation. Voted by 62% residents as most suitable job and industry. Airport has multiplier effects and should be included in this strategy and the Central Coast Regional Plan. These areas can be enhanced by coordinated development of the North Wyong precinct and airport.</p> <p>Development of Tuggerah precinct and its integration with old Wyong township should be encouraged.</p>	<p>Direction 3 is to maximise connectivity between activity nodes and centres to support renewal opportunities.</p>	<p>No further action required.</p>
55	D13899931 25/3/20	<p>Central Coast Airport originally included in Strategy then removed by Council – should be recognised as huge economic driver for the region. Airport is recognised in Council's draft EDS with overwhelming resident and business support to retain airport. Aviation is a key job and industry. Vital strategic benefits airport may bring must be inserted into this strategy or Central Coast Regional Plan 2036. Tuggerah and Wyong precincts would benefit from activated airport facility. Airport is underdeveloped, underutilised and unloved by Council. Critical infrastructure in emergency and training centre for pilots.</p>	<p>Refer to earlier comment on airport.</p>	<p>Noted. No further action required.</p>
56	D13912648 4/4/20	<p>Congratulations to Council on Strategy – support developing land that will enable businesses to establish here. Will create jobs and keep people on the Coast instead of having to travel.</p>	<p>Noted. Refer to earlier comment on airport.</p>	<p>Noted. No further action required.</p>

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		<p>Include airport land in North Wyong precinct - an airport isn't needed here, the more industrial land the better to create more jobs.</p> <p>Expanding Tuggerah will create opportunities for businesses to establish, creating local jobs. Strategy will inject employment opportunity into Wyong precinct and benefit the area.</p>	Noted	
57	D13923096 13/4/20	Warnervale Airport must be reinstated as part of this Strategy and the Airport Masterplan must go ahead.	Refer to earlier comment on airport.	Noted. No further action required.
58	D13923184 13/4/20	Technology and aviation related high valued business opportunities like the Central Coast Airport are being overlooked. Strong multiplier effect on the entire region. Industrial and tourism development within the Strategy study area would benefit from expanded services at Central Coast Airport.	Refer to earlier comment on airport.	Noted. No further action required.
59	D13923644 13/4/20	<p>Being left behind as tourist hot spot. The airport and related businesses can make for more exposure to the Tuggerah and Wyong areas and other amenities.</p> <p>Draft Strategy has had serious input from very professional people and backing is extended for whatever is contemplated.</p>	<p>Refer to earlier comment on airport.</p> <p>Noted</p>	Noted. No further action required.
60	D13923651 13/4/20	Must keep the airport to benefit the growth of the entire Central Coast. Needs to expand as a proper regional airport. This would provide more jobs for the coast and boost economics for the entire region.	Refer to earlier comment on airport.	Noted. No further action required.
61	D13923652 13/4/20	Include the Warnervale airport. Economic driver and will ensure other business benefit from this unique infrastructure. Would add business opportunities to the Wyong area and all of the Central Coast. Not	Refer to earlier comment on airport.	Noted. No further action required.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		including the airport sets Central Coast up to fail in aviation and the business opportunities around it.		
62	D13923662 13/4/20	Any positive to increase employment and residential growth is beneficial for the area. People driven from Sydney due to high costs, lack of job opportunities and overcrowded infrastructure – we could provide prospects here and offer future potential for the next generations. It should go ahead and provide practical beneficial actions.	Noted	Noted. No further action required.
63	D13923667 13/4/20	Airport is crucial. Need to be more self-sufficient. Central Coast cannot afford to be less competitive and accessible in post Covid 19 economy. The airport serves the best interests of the Central Coast people.	Refer to earlier comment on airport.	Noted. No further action required.
64	D13923685 13/4/20	Keep essential airport open at a vulnerable time, essential in emergency situations – enables emergency supplies to be fast tracked and patient transfer. Airport is an essential part of our community.	Refer to earlier comment on airport.	Noted. No further action required.
65	D13923701 13/4/20	Airport is biggest key success to region. Had 62% of votes as the industry most likely to promote growth in the area. Airport needs to be reinserted into strategy or a plan of its own. Its proximity to the Wyong/Tuggerah area makes it highly beneficial to it and invests money into local businesses across the board.	Refer to earlier comment on airport.	Noted. No further action required.
66	D13923718 13/4/20	Any economic strategy should include the airport as it will create jobs and opportunity for more local businesses to start up. Whilst airport is not in the study area it provides benefits to business and tourism within the study area. Local people have	Refer to earlier comment on airport.	Noted. No further action required.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		shown overwhelming support for this facility to be maintained with aviation listed first with 62% support from businesses and residents in the draft Council EDS.		
67	D13923827 13/4/20	Must be an airport to link to the rest of the world – ability to fly to Sydney, Newcastle and beyond is needed with poor freeway connections and public transport options. Can divert cargo off busy streets and provide alternative to failing transport infrastructure.	Refer to earlier comment on airport.	Noted. No further action required.
68	D13923877 14/4/20	Include airport to accommodate freight change. Airport can create economic opportunities and heavier manufacturing should be allowed and encouraged nearby. Any economic plan for the next 15 years should include and value the airport.	Refer to earlier comment on airport.	Noted. No further action required.
69	D13923992 14/4/20	Why airport removed from Strategy when over 62% support in Central Coast Economic Development Strategy? Huge potential economic and employment benefits to whole Central Coast for highly skilled employment and tourism. Even though airport is not in study area it has benefits to entire Central Coast.	Refer to earlier comment on airport.	Noted. No further action required.
70	D13924017 14/4/20	Central Coast Airport should be included. Aviation most suitable industry for employment and economic development with flow on effects to other regions of the Central Coast. Closing down or inhibiting development of a long established and functional airport would be waste of a valuable asset and impossible to replace or re-establish. Whilst the airport is not located in the Wyong to Tuggerah corridor to has considerable beneficial flow on effects in terms of employment and economic growth –	Refer to earlier comment on airport.	Noted. No further action required.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		flight training, joy flights, parachuting, tourism, aviation related industry, emergency services, etc.		
71	D13924391 14/4/20	If Central Coast Airport was removed from the WEZ its removal would be contrary to Council's Draft Central Coast EDS which showed great support from residents and businesses for the airport's retention. The airport needs to be reinstated into this Strategy or given its own important and significant place in the 2036 Regional Plan. The benefits from the airport flow into the Tuggerah and Wyong precincts. Not progressing the airport would run directly against the wishes of the majority of residents.	Refer to earlier comment on airport.	Noted. No further action required.
72	D13924508 14/4/20	Where and when will there be a functioning airport? The draft Strategy needs visionary and direct action for an airport.	Refer to earlier comment on airport.	Noted. No further action required.
73	D13924538 14/4/20	Draft Strategy is very well written, agree with the proposal.	Noted	Noted. No further action required.
74	D13924552 14/4/20	Central Coast Airport should never have been removed from the Strategy. Airport has the capacity to be major economic development and employer in our area and can benefit business and tourism in Wyong and Tuggerah and the whole Central Coast.	Refer to earlier comment on airport.	Noted. No further action required.
75	D13924604 14/4/20	Concerned airport is not recognised as a potential large economic driver for the region. It is recognised in Council's draft EDS which shows large scale support from residents and businesses for the airport. The airport encourages business, tourism, apprenticeships, skills and much more which will drive and benefit the whole Central Coast community.	Refer to earlier comment on airport.	Noted. No further action required.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
76	D13924626 14/4/20	Airport is a key part of this area and must be included in all considerations for the Tuggerah to Wyong area and its precincts.	Refer to earlier comment on airport.	Noted. No further action required.
77	D13924645 14/4/20	Warnervale airport is an asset for the Central Coast from a tourism and employment perspective. Allow airport businesses to grow and provide employment and training opportunities for the aviation sector. Tuggerah precinct is one of the business success stories on the Central Coast.	Refer to earlier comment on airport. Noted	Noted. No further action required.
78	D13924869 14/4/20	Region deserves an airport of reasonable size. Owned by ratepayers not Council. Develop the airport property with aircraft industry in mind. Need for skills type development not coffee shops.	Refer to earlier comment on airport.	Noted. No further action required.
79	D13926090 14/4/20	Economic advantages to airport with multiple jobs, tourism, business opportunities and aviation. Need forward thinking strategy for the entire Council area.	Refer to earlier comment on airport.	Noted. No further action required.
80	D13926951 15/4/20	Airport originally included in WEZ. Council's draft EDS shows large support to retain the airport. Wyong and Tuggerah precincts could benefit from a well-functioning airport which creates job, tourism, assists in emergency situation etc. Promote economics of Central Coast airport rather than Newcastle airport.	Refer to earlier comment on airport.	Noted. No further action required.
81	D13927225 15/4/20	Agree on all points raised in the report.	Noted	Noted. No further action required.
82	D13928464 16/4/20	Concerned airport not recognised as economic driver for the region especially in light of Council's EDS. Benefits to tourism and surrounding areas including Wyong and Tuggerah.	Refer to earlier comment on airport.	Noted. No further action required.

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
83	D13928490 16/4/20	Keep North Wyong commercial/light industry manufacturing. Clean up Watanobbi. The airport will bring more industry to the Central Coast which is needed to boost jobs.	Direction 6 is to maintain and encourage employment uses in North Wyong and promotes higher order industrial and commercial development. Refer to earlier comment on airport.	Noted. No further action required.
84	D13931327 16/4/20	Strategic benefits of Central Coast airport need to be reinserted into this strategy or a separate area of the Central Coast Regional Plan 2036. Significant economic benefits for the region and has multiplier benefits for businesses and tourism in Tuggerah and Wyong.	Refer to earlier comment on airport.	Noted. No further action required.
85	D13931349 17/4/20	Central Coast Airport was originally in the Strategy, why was it removed? Its an economic driver for the region and recognised in Council's EDS which showed support for its retention. It has flow on benefits to business, employment and tourism for the Central Coast including Tuggerah and Wyong. Airport ignored for a long time and economically driven ideas ignored. Can improve the economy of the northern part of the Coast – residents deserve a functioning airport.	Refer to earlier comment on airport.	Noted. No further action required.
86	D13931428 17/4/20	Airport must be retained and developed to attract tourism and economic development in the area. Airport not only attracts businesses connected to the aviation industry but also other businesses, industries and tourism.	Refer to earlier comment on airport.	Noted. No further action required.
87	D13934062 17/4/20	Council to be commended for preparing Strategy. Action 4.3 should be revised to indicate development needs to consider flooding and flood evacuation risk	Noted. Wording in second paragraph to be amended to state development can be	Updated second paragraph (pg.42) to read:

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		<p>– not that no development at all should be considered.</p> <p>Action 12.1 to explore recreational activities in flood prone areas is listed as a long-term action – should be made short term as it's a low-cost activity with potential social and economical benefits.</p>	<p>considered where flooding can be resolved and safe evacuation can be provided.</p> <p>Action 12.1 is a long-term action as it requires further detailed analysis to determine if further development on flood prone land is appropriate.</p>	<p><i>"Council are to regularly update the Corridor's Floodplain Risk Management Plans and flood planning controls. Development in areas with potential flood risk may be considered where flooding can be resolved and safe evacuation can be provided."</i></p>
88	D13942019 22/4/20	<p>Support for Strategy and overarching intent to facilitate growth and employment.</p> <p>More emphasis on Tuggerah Super Centre opportunities – currently restricted development opportunities in the B5 zone under WLEP 2013. Request wider range of retail uses in B5 zone. Strongly encourage Council to expedite adoption of Central Coast Consolidated LEP. The Consolidated LEP provides for greater retail ability for the B5 zone.</p> <p>Keen to work with Council to facilitate greater pedestrian/cycle links along the frontage of the Super Centre site.</p> <p>Strongly support additional residential transit-oriented development to the north of the Super Centre, near the train station.</p>	<p>Noted.</p> <p>Additional range of retail uses proposed in the B5 zone (shops, supermarkets, etc) under the draft Central Coast Consolidated LEP. Will also be further considered in the preparation of the Central Coast Retail Study to inform the Comprehensive Central Coast LEP.</p> <p>Noted.</p> <p>Noted.</p>	<p>Included the following in Action 1.2 (pg. 36):</p> <p><i>"As part of the process of finalising the draft Central Coast Local Environmental Plan, Council are to review permitted land uses in the B5 Business Development zone to determine the appropriate scope of retail uses."</i></p>
89	D13942795 22/4/20	<p>Generally OK.</p> <p>Road linkages in northern Tuggerah Straight inefficient. Need improve linkages between Tuggerah Straight and Wyong and Wyong East. Needs workshop discussion.</p>	<p>Noted.</p> <p>Council is preparing a Transport Study and has noted these linkages will be improved with the RMS upgrade to the Pacific Highway through Wyong Town Centre.</p>	<p>Noted.</p> <p>No further action required.</p>

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
		<p>Does not address opportunity to name south bank precinct between Johnson Rd, Tuggerah & Church St, Wyong.</p> <p>WRCoC needs to be consulted in preparation of Wyong Structure Plan. Wyong Structure Plan should link with this draft Economic Strategy. Development standards (heights, zoning, urban design, density) need to be workshopped with stakeholders.</p> <p>Council may wish to extend time for community input given COVID 19 pandemic. Workshops would provide better understanding of draft Strategy.</p> <p>Strategy appears generally to be a good one but actions need appropriate resourcing, programming and management to achieve success on the ground.</p>	<p>Micro level detail, such as development standards, will be considered in the draft Wyong Structure Plan. The draft Strategy has been prepared to be consistent with the draft Wyong Structure Plan.</p> <p>A 2-week extension was provided for the exhibition, taking the total exhibition period to over 8 weeks. Stakeholders, including WRCOC, were offered one on one information sessions with Council staff and consultants to provide more detail and ask questions on the Strategy.</p> <p>Noted – an implementation plan is included to outline prioritisation of actions.</p>	
90	D13941726 24/4/20	<p>Strategy does not consider noise impacts from Central Coast Airport. If airport is developed as per proposals in the 2017 Central Coast Aviation Hub Concept Plan up to 70% of residential areas within the Tuggerah to Wyong Economic Corridor are impacted by noise – therefore development of the airport is incompatible with the residential component within this Strategy.</p> <p>Action 2.3 of the Strategy is to bring a food innovation hub to the Corridor – airport could be suitable site for the food hub. The airport is outside the Tuggerah to Wyong Corridor and has no place in the Strategy, except as the location of the food innovation hub.</p>	<p>Refer to earlier comment on airport.</p> <p>Opportunities within the Wamervale area, including the airport site, will be considered as part of the Greater Wamervale Structure Plan (GWSP).</p>	<p>Noted.</p> <p>No further action required.</p>

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
91	D13941899 24/04/20	Pioneer Dairy needs to be preserved as a coastal landscape for future generations. It would provide open space in a rapidly developing area that could be used as a tourist destination as well as a valued public resource.	Agreed. Action 12.1 states Pioneer Dairy will remain as open space with opportunity for passive recreational uses to provide access to the site whilst conserving and enhancing its sensitive ecology.	Noted. No further action required.
92	D13960386 D13966436 5/5/20	Robust and clear Strategy. Draft Strategy in current form limits the growth that can be achieved in the region. Direction 12 – Precinct wide solutions to flooding are needed to be implemented and funded by Council. Direction 13 – need stronger commitment to TOD – identify 25-27 Bryant Dr as part of TOD site. Low scale is not viable, needs to be 8-12 storeys. Flexibility needed in the range of land uses permitted. Opportunity to improve amenity and activation at Tuggerah Station. The future development of 25-27 Bryant Drive can achieve a number of actions from the draft Strategy.	Action 4.3 is for Council to undertake further flood planning. However, any flood mitigation measures will be required to be funded and implemented by landowners. Action 13.1 is for Council to seek funding to investigate development of a TOD. Opportunities for increased height can be considered at rezoning stage subject to justification. A specific site for the TOD is not nominated. Page 69 suggests a number of opportunities to improve amenity and activation of Tuggerah Train Station.	Noted. No further action required.
93	D13962601 D13966446 6/5/20	Look forward to document being finalised. Positive document that identifies strengths and opportunities. Action 1.3 does not mention role of sport and recreation in Tuggerah East which provides opportunity for increased employment and economic stimulus. Action 3.3. should consider improvements to local street network through connection of Mooramba Rd to Wyong Rd. This would expedite development and investment in the precinct and surrounding business park. Improvements also required to Bryant Dr/	Noted. Agreed – additional wording needed under Action 1.3 to recognise the role of and encourage growth of sporting and recreational uses in Tuggerah East. Agreed – update Tuggerah precinct plan to show proposed road connection from Mooramba Rd to Wyong Rd. Identify that upgrades to the Bryant Dr/Wyong Rd	Additional text under Action 1.3 (pg. 36): <i>“Tuggerah East plays an important role in providing important sport and recreational uses that service both local and regional populations. Any future intensification of Tuggerah East is to support further growth of these uses to strengthen Tuggerah East's sporting and recreational role within the Corridor.”</i> Tuggerah Plan updated with Mooramba Rd extension in

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		<p>Wyong Rd/Reliance Dr roundabout and should be identified to ensure infrastructure upgrades are included on the Federal/State/Local government agenda.</p> <p>Direction 5, Action 5.1 does not mention numerous private sport and recreation establishments and their role in Regional Recreation Corridor.</p> <p>Draft Strategy should identify development proposed on the Central Coast Mariners site under its masterplan, in particular the opportunity for the provision of short-term accommodation on the site.</p>	<p>roundabout are needed for development of the Tuggerah East precinct to occur.</p> <p>Agreed – additional wording needed under Action 5.1 to identify and encourage private sport and recreation opportunities.</p> <p>The draft Strategy does not identify development proposals for individual sites. It highlights that short-term accommodation is lacking and that Council will consider appropriate locations for complementary uses to enhance the sport and recreational offering.</p>	<p>dashed line to Ibis Rd (pg. 67). Additional text to Action 3.3 (pg. 40):</p> <p><i>“Future upgrades to the Bryant Drive, Reliance Drive and Wyong Road roundabout will be needed to facilitate further development within Tuggerah East. Council will work with RMS to expedite potential upgrades to the Bryant Drive, Reliance Drive and Wyong Road roundabout.”</i></p> <p>Additional text to Action 5.1 (pg. 44):</p> <p><i>“This includes the recently completed Central Coast Regional Sporting & Recreation Complex in Tuggerah, the aging Baker Park recreational precinct in Wyong, and a range of existing private sport and recreation establishments.”</i></p>
94	D13964098 7/5/20	Draft Strategy should identify the provision of 100 Gbit fibre and infrastructure to enable future connectivity and business growth within the Corridor.	Agreed – see submission 12. Include as part of existing or new action.	<p>Addition to Action 2.3: Attract and retain business, pg.38 -</p> <p><i>“Continue to work with commercial providers to establish a 100GB/s high speed internet network to give local businesses</i></p>

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				<i>and workers a distinct competitive advantage, and to support jobs within the corridor"</i>
95	D13967861 8/5/20	<p>Lucca Rd intersection in North Wyong is at capacity with no plans in the short to medium term to upgrade it to a controlled intersection. This will hamper future development in this area. Propose a developer funded controlled intersection at 370-380 Pacific Highway which has been discussed with both Council and the RMS. This controlled intersection should be identified in the draft Strategy.</p> <p>Large area identified for vegetation retention at 370-380 Pacific Highway is overstated. Vegetation is under scrubbed, isolated, not significant and does not form a vegetation corridor. Its retention will jeopardise the viability of the land – need to remove its retention from the draft Strategy.</p>	<p>Agreed – update North Wyong and Watanobbi Precinct Plan to show controlled intersection at 370-380 Pacific Highway, North Wyong.</p> <p>Agreed – remove the retention of the vegetation from this location on the Precinct Plan. It seems unlikely given the surrounding uses that a vegetation green corridor could be viable here.</p>	<p>Precinct plan updated to include extension of Lilly Pilly Place to Pacific Hwy and potential new entry (pg. 53).</p> <p>Additional text to Action 7.1 (page 52): <i>"Council are to investigate the consolidation of vehicular access points to individual lots fronting the Pacific Highway. Any new roads identified in this investigation, including potential signalised vehicular access points from the Pacific Highway, will be subject to further planning and design, with delivery and funding provided by developers."</i></p> <p>Plan has been updated to remove vegetation (pg. 53).</p>
96	D13966448 8/5/20	<p>Support Draft Strategy – don't disagree with Directions and Actions in Draft Strategy, they provide a sound base for the region to grow. However, they don't go far enough – greater potential in the Corridor beyond what is suggested in the draft Strategy.</p> <p>Strategy identifies capacity for 23,270 new jobs and 2,558 new dwellings but projects delivery of only</p>	<p>The Strategy provides a balance between industry growth and retaining the existing character and natural assets that make the Corridor an attractive place to work & live.</p> <p>This capacity is achievable under current controls. If growth increased above the current rate, the Corridor has residual capacity to accommodate it.</p>	<p>Noted.</p> <p>No further action required.</p>

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		<p>3,400 jobs and 1,975 new dwellings – what happens to residual capacity?</p> <p>Recommend following changes to improve Strategy:</p> <ul style="list-style-type: none"> • Include all North Growth Corridor (Warnervale, WEZ, Wyong Hospital, Wadalba, etc) or accelerate release of Greater Warnervale Structure Plan and Central Coast Airport masterplan. • adopt new target of 23,270 jobs and 2,558 dwellings. • Outline how existing established areas will be supported for future growth. • Reflect updated road planning in Tuggerah (i.e proposed Mooramba Rd extension) • Leverage impacts of Northconnex, M1 upgrades, intercity rail improvements and acceleration of remote working. • Work with industry to address environmental barriers to development and identify incentives to encourage sustainable development. • Work with industry to encourage outcomes without dampening growth incentives. • Investigate the potential for diversified mixed uses. • Investigate precinct wide solutions for flooding. <p>Reflect greater potential for TOD with a minimum 8 storey heights.</p>	<p>The GWSP is currently being prepared by Council. Separating the Growth Corridor into 2 allows Council to focus on the different roles. The GWSP area will provide for greenfield housing and employment.</p> <p>A number of Directions and Actions are targeted at supporting the growth of existing established areas:</p> <ul style="list-style-type: none"> • Direction 1 Capitalise on the unique role and function of each centre • Action 2.3 Attract and retain business • Direction 6 Maintain and encourage employment uses in North Wyong • Action 9.1 Reinforce Alison Rd as an active successful high street • Direction 11 Maintain and encourage employment uses in Tuggerah • Direction 13 Sustainable renewal in Tuggerah Town Centre <p>Mooramba Rd extension has been added.</p> <p>Other suggestions are considered to be addressed under existing Actions including</p> <ul style="list-style-type: none"> • Action 3.5 Understand and leverage opportunities associated with the Sydney to Newcastle fast rail project. • Action 4.3 Further Flood Planning Investigations. • Action 4.4 Encourage sustainable employment opportunities. 	

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			<p>A number of locations have been identified for mixed uses including Wyong Town Centre, Baker Park, Tuggerah Town Centre and proposed TOD. Whilst the images of the TOD are shown as low scale opportunities for increased height can be considered at rezoning stage subject to justification.</p>	
97	D13970730 8/5/20	<p>Strategy fails to recognise major employment opportunities in B6 Enterprise Corridor. Over emphasis on industrial land and little recognition of potential for commercial development. B6 land has commercial developments at Golflinks Campus and in Wyong Business Park. Strategy projects 300 additional jobs in North Wyong & Watanobbi Precinct. In last 3 years Golflinks has seen increase in jobs greater than this. 300 jobs are accurate if focus is industrial development however commercial use will generate more jobs.</p> <p>Direction 6 is to Maintain and encourage employment uses in North Wyong but Action 6.1 to review permissible land uses in the B6 zone and Action 6.2 to review the DCP Chapter to ensure high quality landscaping are not conducive to employment growth and retention. The recent success of the B6 land is from increasing permissible uses not limiting them. Do not agree with proposed removal of shop top housing and serviced apartments as permissible uses in the B6 zone.</p> <p>Imposing setbacks and screening reduce business exposure. Heavy landscaping is suitable for hiding</p>	<p>The B6 Enterprise Corridor zone in North Wyong enables a range of employment uses, including business and light industrial uses, with good access to the Pacific Highway. These land uses are to be encouraged in North Wyong to strengthen specialist employment opportunities within the precinct.</p> <p>Change wording on Action 6.1 to only remove Serviced Apartments, not Shop Top Housing, given the objectives of the B6 zone include:</p> <p><i>“To provide for residential uses, but only as part of a mixed-use development.”</i></p> <p>Remove reference to green corridor.</p>	<p>Removed existing Action 6.1 and replace with:</p> <p><i>“Reinforce the range of employment uses enabled by land zoned B6 - Business Enterprise Corridor in North Wyong.”</i></p> <p>Included text in Action 2.3 (pg. 38):</p> <p><i>“Review permissible land uses in B6 Enterprise Corridor and B7 Business Park, including limiting Serviced Apartment uses to ensure land is focused on attracting and retaining business.”</i></p> <p>North Wyong Land Use legend (pg. 53) updated to remove reference to green corridor, remove reference to landscape setback, and replace with an attractive landscape frontage.</p> <p>Removed reference to limit parking to front setback in Action</p>

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		<p>ugly heavy industries but inappropriate for commercial uses. Do not agree with proposal to limit parking in front setback as this allows parking in areas which are not developable increasing development viability and increasing business exposure. A more effective way to improve streetscape would be to increase densities, height limits and land uses and allow on-street parking and create footpaths, street trees and bus stops.</p> <p>Diverse economic growth in the B6 Enterprise Corridor that encourages greater mixed used development does not pose a threat to Wyong and Warnervale Town Centres and could be complimentary to them</p>	<p>Current land use offering enables opportunities for further development in B6 with the aim of ensuring the Town Centre role of Wyong is not compromised. Retail uses will continue to be focused in Wyong Town Centre reinforcing its role as the town centre.</p>	<p>6.2 (pg. 52) and amended text to include:</p> <p><i>“Encourage attractive and consistent landscaped frontage to the Pacific Highway that supports a new active transport link.”</i></p>
98	D13975392 13/05/20	<p>Endorses overall objectives of the Draft Strategy and wishes to ensure it progresses to finalisation as a matter of priority.</p> <p>Draft Strategy should reference that Council will collaborate with Scentre Group to the achieve its long-term visions for its landholdings including the existing Westfield site, Gateway site and Triangle site.</p> <p>Need to acknowledge the entire landholding as an opportunity site.</p> <p>Action 2.1 should be reworded that <i>Significant sites and releasing new urban land in the short to medium term will only occur where strategic and site-specific merit considerations including public benefits, are demonstrably achievable</i> – current wording does not drive innovation or consider changing circumstances.</p>	<p>Noted</p> <p>The Strategy shows the Triangle site as B4 investigation area and the Westfield site as B3 Commercial core and the <i>“major retail centre for the region”</i>. Direction 11 is to Maintain and encourage employment uses in Tuggerah. As such, opportunities for all Scentre’s landholdings are outlined under the Strategy. The implementation plan states that Council will work with the landowners and NSW Government to achieve Actions 1.3 and 13.2.</p> <p>Additional wording needed in Action 2.1 to allow consideration of proposals that are considered to have merit in the short to medium term.</p>	<p>Noted. No further action required.</p> <p>Added text in Action 2.1 (pg. 38): <i>“Council may consider proposals that have strategic and site-specific merit in the short to medium term in response to changing circumstances including demand drivers that may not be anticipated.”</i></p>

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		<p>Remove reference to medium-long term timing for Action 2.1. It does not fit with short term timing for Action 13.2.</p> <p>Amend site planning outcomes under Action 13.2 to:</p> <ul style="list-style-type: none"> • Explicitly support a mixed-use land outcome <p>Delete any prescriptive land use outcomes pending detailed site planning</p>	<p>Change wording in Action 13.2 from suggested land uses to a "mixed land use outcome", however, the listed key principles are relevant to be considered and addressed in any mixed-use development.</p>	<p>Action 13.2 (pg. 68) updated:</p> <p><i>"The NSW Government has announced that it will be working with the landowners of this site to consider options for its development as an expanded shopping centre and for a range of uses which may include residential, transport, leisure, health and education uses."</i></p>

Agency responses

No.	CM number	Comments	Council Response	Architectus response / change to Strategy
1	D13943590 23/4/20 Department of Primary Industries - Agriculture	No issues	Noted	Noted. No further action required.
2	D13944264 23/4/20 Transgrid	Request Council introduce parameters into the Draft Strategy to ensure any proposed development does not encroach onto Transgrid land in Tuggerah, in particular transmission line easements.	Agreed – include statement that any future development must not encroach onto Transgrid land as part of Direction 11 Maintain and encourage employment uses in Tuggerah. Show transmission line in Tuggerah Land Use map on page 67 of draft Strategy.	Precinct plan updated to include transmission line (pg. 67). Additional text to Action 11.1 (pg. 66): <i>“Any future development must not encroach onto Transgrid land as illustrated indicatively on the adjoining land use plan.”</i>
3	D13957156 4/5/20 Subsidence Advisory	Study area outside of proclaimed Mine Subsidence District.	Noted	Noted. No further action required.
4	D13971073 11/5/20 Department of Planning, Industry and Environment	Strategy aptly responds to the Regional Plan and include directions that consider the CCRP outcomes. The future outcomes and actions in the draft Strategy are generally accepted. Improvements could be made by: <ul style="list-style-type: none"> Linking recreational, environmental and biodiversity related actions with the implementation of the NSW Government led 	Noted Agreed – update actions with wording to link with the Strategic Conservation Planning program.	Noted. No further action required. Addition to Action 4.2 (pg. 42): <i>“Action 4.2 is to be undertaken in accordance with the NSW Government’s Central Coast Strategic Conservation Plan, ensuring that growth is balanced with the protection of</i>

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		<p>Strategic Conservation Planning program (similar to the links with Councils Green Grid project)</p> <ul style="list-style-type: none"> • More direct action/s to not only monitor take up of zoned land but to seek to understand the problems preventing land being unlocked and how Council and NSW Government can resolve them (e.g. gaps in infrastructure provision, timeliness of development and environmental approvals, extent of land and state contributions applicable). • Be specific about which NSW Government agency would collaborate with Council on specific actions. 	<p>Agreed – include additional wording under Direction 2 to require this.</p> <p>Agreed – update implementation plan to identify which NSW Government is required to be involved in specific actions.</p>	<p><i>biodiversity at a landscape scale.</i></p> <p>Addition to Action 2.2 (pg. 38): <i>“Through this monitoring process, Council should also work with NSW Government, seeking to identify and understand any emerging issues that may impact the take-up of industrial land in the corridor.”</i></p> <p>Implementation Plan updated noting NSW Government agencies. (pg. 72-75).</p>
5	D13971141 8/5/20 Transport for NSW	<p>Page 16 includes a reference to the Central Coast Regional Transport Plan. This Plan has been replaced by the Regional NSW Services and Infrastructure Plan..</p> <p>Action 1.2: consider freight needs of growing centres.</p> <p>Action 3.4 and 3.6: proposed improvements to the Pacific Highway cannot be carried out without substantially increasing the freight task. Bringing these two actions together successfully will involve finding the best ways to plan for freight access while maintaining amenity in centres. It can be difficult and dangerous to maintain pedestrian access and connectivity during times of heavy construction.</p> <p>Action 3.7: please consult Transport for NSW again when the Transport Study is under development so that the needs of freight can be explored further.</p>	<p>Noted – update reference on page 16.</p> <p>Agreed – update Action 1.2 to consider freight.</p> <p>Agreed – identify need to manage freight access during the Pacific Highway upgrades whilst maintaining amenity in the Wyong Town Centre.</p> <p>Noted – TfNSW will be consulted in preparation of Transport Study.</p>	<p>Updated reference and summary text (pg. 16).</p> <p>Action 1.2 (pg. 36) updated: <i>“Council are also to consider freight needs in relation to the intensification of retail uses.”</i></p> <p>Action 10.1 (pg. 58) updated: <i>“In particular, Council should discuss the following with the RMS:</i></p> <ul style="list-style-type: none"> • <i>Investigation of strategies to manage freight access during the Pacific Highway upgrades while maintaining amenity in Wyong Town Centre.”</i>

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		<p>Action 7.1: agree that employment precincts should be more permeable and stress that these goals should also prioritise truck movement, safety and access for a diverse range of heavy vehicles, while designing for access for the most productive vehicles.</p> <p>Action 7.2: the rationalisation of access points is supported. Along with protecting the corridor from urban encroachment, this can improve overall network efficiency and deliver economic returns.</p> <p>Action 13.1: transit-oriented development is supported. Households are served by a more diverse range of freight and service vehicles (bikes, delivery vans, Uber style vehicles, small rigid trucks and larger heavy vehicles). Activity and vehicle congestion can be heightened if not planned for early. Please consider freight as a diverse mix of vehicles in these precincts and do not ban or design out heavy vehicles that can offer more productive, cost effective and efficient trips.</p> <p>Action 13.2: Infill developments should consider off-street servicing needs (shared truck loading and unloading areas). Include measures to reduce the generation and transportation of waste and recycling materials in the proposed development principles. Also consider which freight and servicing activities should be from the street/kerbside or catered for in underground or off-street facilities.</p> <p>TfNSW would welcome the opportunity to work collaboratively with Council on the future planning of this economic corridor.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Agreed – update 13.2 to include principles that address waste and recycling and suitable locations for freight and servicing activities</p> <p>Noted – to be included in the preparation of the accompanying Transport Study.</p> <p>Noted – included in the Transport Study.</p>	<p>Noted. No further action required.</p> <p>Action 13.2 (pg. 68) updated: <i>“Principles to reduce the generation and transportation of waste and recycling materials, and suitable locations for freight and servicing activities.”</i></p>

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		<p>TfNSW is investigating strategic bus corridors on the Central Coast. Future rapid and frequent bus corridors are being identified. Potential bus corridors include The Entrance/Bateau Bay to Tuggerah, Lake Haven to Tuggerah via Wyong and Warnervale to Tuggerah via Wyong. Tuggerah and Wyong stations will continue to grow as bus-rail interchanges. Demand for bus movement, access to and from the station's precincts will become increasingly important in future.</p> <p>The Strategy needs to recognise that availability of commuter parking can reduce demand for bus travel. Balance providing commuter car spaces and bus service capacity. Additional commuter parking may not be desirable as more commuter parking will reduce the demand for bus services to these centres.</p> <p>Demand for commuter parking will increase as the population grows and commuter travel to Sydney and Newcastle increases. Commuter parking facilities at Tuggerah and Wyong have a priority location adjacent to the stations. While commuters want quick access to stations, providing priority car park access is likely to conflict with pedestrian, cyclist and bus access.</p> <p>Need to plan for priority access for walking, cycling and buses to stations. The draft Strategy prioritises pedestrian and cycling across the study area including improving pedestrian and cycling links and infrastructure in and around Wyong and Tuggerah.</p> <p>The Strategy should give more attention to increased pressure on access to the stations as these centres develop. It is recommended that planning should</p>	<p>Noted – the draft Strategy promotes the “consolidation” of existing commuter parking on page 69.</p> <p>Agreed. The Transport Study recognises that there needs to be a balance between commuter parking and bus servicing.</p> <p>Noted – the Tuggerah to Wyong Economic Corridor Transport Study is being prepared to:</p> <ul style="list-style-type: none"> • Foster pleasant, safe and interesting pedestrian and cycle connections between homes, schools, parks and public transport; • Identify opportunities to promote and enhance public transport access and usage; and • Identify opportunities for improvements (short, medium and 	<p>Updated Action 3.7 (pg. 40): <i>“Council have prepared a Transport Study (appended at Attachment – Transport Study) to investigate future transport improvement opportunities within the corridor that will achieve efficiency, sustainability and liveability. The Transport Study has identified key Actions to be implemented by Council to enable future transport</i></p>

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		<p>identify the priority of access in and around the stations, from highest to lowest to be:</p> <ul style="list-style-type: none"> o Walking o Cycling o Bus services o Kiss and ride, point to point, on-demand transport and local freight o Park and ride 	<p>long term) to the existing transport network to improve all non-car modes of transport to help tackle car dependency and provide improved measures of efficiency, sustainability and liveability.</p>	<p><i>improvements that will facilitate growth within the corridor to 2036."</i></p>
6	D13972692 13/5/20 RFS	<p>No concerns or issues.</p> <p>Parts of Tuggerah Gateway Site and areas around Tuggerah Train Station are mapped as Bushfire Prone. Future development of these sites and any future development under Action 5.2 Explore utilisation of the Corridor's natural bushland areas as key attractors, may require further assessment to ensure development complies with <i>Planning for Bushfire Protection</i>.</p>	Noted	Noted. No further action required.
7	D13974023 13/5/20 DoE	<p>Department monitors growth and understands draft strategy plans for approximately 1975 new dwellings. The Department has a range of strategies to meet the demand this would create in increased primary and secondary school students.</p> <p>Request Council to continue to provide information on an ongoing basis as draft Strategy progresses to assist department in planning for primary and secondary schools in the locality.</p>	Noted	Noted. No further action required.