

## 4.4 GOSFORD WATERFRONT

### 4.4.1 INTRODUCTION

Gosford City Centre has been identified by the NSW Government as the Central Coast's regional city and accordingly will play a vital role in the shaping the future of Central Coast. The Central Coast Regional Strategy, which sets the strategic framework for growth over the next 25 years, identifies that Gosford will need to accommodate 10,000 new residents and 6,000 new jobs within that period.

Development of the Gosford City Centre in line with the Central Coast Regional Strategy is therefore critical to ensuring sustainable growth, providing a focal point for local development and a significant contribution to local employment capacity. In this context, the former Department of Planning and the former Gosford City Council implemented a suite of planning tools in 2007 comprising a vision, local environmental plan, development control plan and civic improvement plan.

In 2007 the former Gosford City Council, in collaboration with NSW Government and the local community, initiated the "Gosford Challenge" to explore further specific opportunities to revitalise the City Centre. That process culminated in the issue of a new blueprint for the Gosford City Centre entitled "Our City, Our Destiny – Gosford City Centre Master Plan" (2010).

The Master Plan recognised the existing spatial framework and identified the following five key precincts of activity within the framework in recognition of their capacity to evolve and contribute to growth and revitalisation of the City:

- The Waterfront;
- The Arts & Entertainment Precinct;
- The City Core;
- The Railway Precinct, and;
- The Hospital Precinct.

The Master Plan identifies The Waterfront (herein referred to as "the Gosford Waterfront) as "the jewel in Gosford's crown..." and promotes "...a vibrant and active urban waterfront with shops, restaurants and new development".

In recognition of the Master Plan's findings, a new land use framework for the Gosford Waterfront has been established through an amendment to Gosford's Local Environmental Plan. The new framework rezoned parts of the Gosford Waterfront, and introduced new development standards (floor space and height) and other controls to promote the orderly, economical and sustainable revitalisation of the Gosford Waterfront.

The new land use framework provides an opportunity to expand the previously identified extent of the Gosford Waterfront by incorporating part of the Arts & Entertainment Precinct. In addition, the new framework underpins and strengthens two existing key streets - Mann Street, and a newly extended Baker Street - and provide high quality connections to a series of new and reconfigured development zones on and adjacent to the Gosford Waterfront.

This Chapter builds upon the Gosford Waterfront's new land use framework and provides detailed controls against which to assess future development applications. The Chapter is based, wherever possible, on existing controls. It outlines the more detailed planning provisions for the built form such as pedestrian amenity, access and environmental management for future development in the Gosford Waterfront. It establishes controls for building setbacks and building separations to ensure high amenity. Enhanced pedestrian connectivity and high-quality public domain are key features of the Chapter.

### 4.4.1.1 Land to which this Chapter Applies

This Chapter applies to all land shown within the dotted line in Figure 1 and applies to all categories of development, as defined within the *Environmental Planning and Assessment Act, 1979* addressed within the Chapters of this Plan.

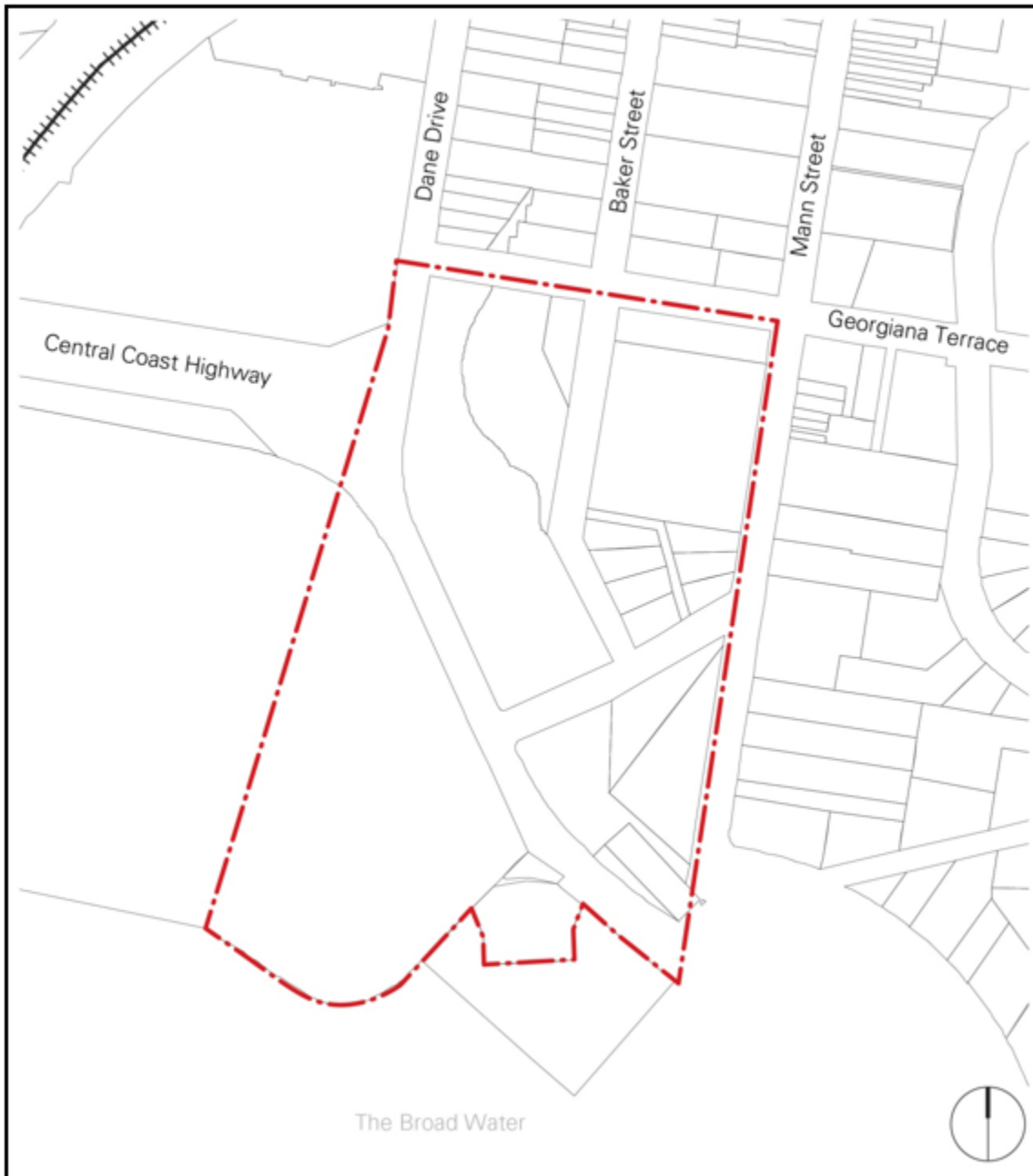


Figure 1 – Land to which this Part Applies

### 4.4.1.2 Relationship to other Plans

The Chapter supplements the provisions of *Central Coast Local Environmental Plan (LEP) 2022*. The provisions of the Central Coast LEP 2022 prevail over the Chapter.

The Chapter supersedes all previous DCP Controls applying to the Gosford Waterfront.

The relevant sections of the Central Coast Development Control Plan 2022 and adopted Council policies, guidelines and codes of Central Coast Council also apply to the Gosford Waterfront. This Chapter should be read in conjunction with Central Coast DCP 2022, notably:

- Part 2 –Development Controls
- Part 3 – Environmental Controls

Where it conflicts with other requirements of the Central Coast Development Control Plan 2022, this Chapter prevails.

State Environmental Planning Policies may apply to the land to which this Chapter applies.

### 4.4.1.3 Application of the Chapter

Where a development application is lodged which relates to land to which this plan applies, Council shall take the provisions of this chapter into consideration in determining that application. The provisions of this chapter are not statutory requirements and any development application will be considered on its merits. The consent authority is to be flexible in applying the controls and allow reasonable alternative solutions that achieve the objectives of the controls. Where, in the opinion of Council, an application satisfies the objectives set out in this plan, Council may grant consent to the application notwithstanding that one or more of the controls are not complied with.

Development applications should aim to demonstrate consistency with the objectives of this Chapter, including:

- The overall aims and objectives of this Chapter,
- The overall vision (Section 4.4.2.1) and outcomes (Section 4.4.2.2) for the Gosford Waterfront, and
- Detailed objectives of each relevant section in this Plan.

### 4.4.1.4 Purpose, Aims and Objectives

The purpose of the Chapter is to provide guidance on and to facilitate the future development of the site consistent with the aims and objectives of Central Coast LEP 2022. The specific aims and objectives of this Chapter are:

- To identify Council's expectations and requirements for development within Central Coast local government area and build upon the Central Coast LEP 2022 and the Master Plan for Gosford entitled *Our City (&) Destiny – Gosford City Centre Master Plan* in 2010 by providing detailed objectives and controls for development;
- To ensure that all development is consistent with the desired character of the Gosford Waterfront area;
- To identify approaches and techniques which promote quality urban design and architectural outcomes in Gosford local government area; and
- To promote best practice and quality environmental outcomes.

### 4.4.1.5 Structure of the Chapter

This Chapter includes 8 sections:

### Section 4.4.1 Introduction

This section contains the legal basis of how and why the document was prepared, identifies land to which the Chapter applies and how the Chapter relates to other planning documents.

### Section 4.4.2 Vision, Land Use and Urban Structure

This section establishes the vision, outcomes, land use and urban structure for the Gosford Waterfront.

### Section 4.4.3 Building Form

This section includes objectives and controls relating to the built form including building envelopes, setbacks, scale and bulk within the Gosford Waterfront.

### Section 4.4.4 Controls for Special Areas and Uses

This section includes objectives, development principles and controls for special development areas within the Gosford Waterfront.

### Section 4.4.5 Pedestrian Amenity

This section includes controls that relate to the pedestrian environment within the Gosford Waterfront, including controls relating to connections and public access, active frontages and pedestrian amenity.

### Section 4.4.6 Access, Parking and Servicing

This section includes controls that relate to vehicular access, parking arrangements (including parking provision) and servicing.

### Section 4.4.7 Landscaping

This section includes detailed controls regarding the landscaping and planting within the Gosford Waterfront.

### Section 4.4.8 Heritage Items

This section includes detailed controls relating to the development of or adjoining to heritage items within and adjacent to the Gosford Waterfront.

## 4.4.2 VISION, LAND USE AND URBAN STRUCTURE

### 4.4.2.1 Vision

The vision for the Gosford Waterfront is to promote sustainable growth in a manner which will provide a catalyst for the wider revitalisation of the City Centre.

The Gosford Waterfront will be a vibrant and active mixed-use precinct that will connect the Gosford City Centre to the Brisbane Water foreshore. New residential development will contribute to the State Government's regional housing targets for the Central Coast and will take advantage of Gosford's unique water-based setting. The Gosford Waterfront will also be a vibrant centre for jobs and offer regional office opportunities for large business and corporations near a locally based skilled workforce. New jobs will focus on high growth industries that build the Gosford City Centre's strengths in business services, health, education, retail, tourism and cultural activities. Key regional services, cultural activity, entertainment, recreational and tourism uses will complement and support residential and employment uses.

The range of available public amenities and services will attract people of all ages to live in the Gosford Waterfront and Gosford City Centre. Street life and activity will increase, providing a greater mix of uses to serve residents, workers and tourists. A greater diversity of housing and employment will encourage residents to work and live in the City Centre. The Performing Arts Centre, Civic Place and City Park will

become the key public spaces for the city residents, workers and tourists in Gosford - destinations for recreation, leisure and entertainment.

The Broadwater is a local and regionally significant asset. The foreshore edge will be activated and celebrated with upgraded open space and key public spaces, pedestrian walkways and cycle ways. New and existing marina and boating facilities will be provided to attract both water-borne tourists and boat owners to Gosford to live and recreate in its waterways. Boating is a key attractor and aspect of the new character for the Gosford Waterfront and to differentiate it from other Central Coast towns.

The Gosford Waterfront will link the City Centre to the Broadwater through a public environment that will be well designed, and creates attractive, legible and unique places. Contemporary treatments, lighting and street furniture will provide an attractive environment for walking and public life. New development will be of high quality. Public transport and non-private car usage will be promoted. Attractive pedestrian and cycle routes will link into the regional Point Clare cycleway along the edge of the railway causeway.

Ecological sustainability will be a key requirement for all development. Buildings and public spaces will embrace water and energy efficiency strategies and best practice. All development will need to demonstrate compliance with the relevant statutory and measuring tools such as Greenstar, NatHERs, etc to preserve Gosford Waterfront's unique environmental character. The built environment and public spaces will minimise the consumption of energy and water and promote social interaction and activity.

The development controls under this Chapter aim to develop and reinforce the vision established for the Gosford Waterfront through the Gosford Challenge process.

### **4.4.2.2 Outcomes**

The following are the envisaged outcomes for the Gosford Waterfront and are to be considered in the preparation and assessment of development applications.

#### **Overall**

- A new mixed-use precinct of the Gosford CBD, connecting the CBD with the Broadwater.
- Vibrant, liveable, healthy and sustainable community.
- An attraction for visitors, residents and workers of the Gosford Waterfront to enjoy the natural beauty of the Brisbane Water.

#### **Urban Design**

- A mixed-use precinct with residential, commercial office, retail, entertainment, visitor accommodation, recreation and cultural attractions.
- High quality architecturally designed buildings providing a clear distinction between public and private domains.
- Active street frontages along key pedestrian routes to improve safety and amenity for pedestrian and visitors to the precinct.
- A series of new public spaces catering for both active and passive recreation, linked by pedestrian and cycle friendly walkways.
- Establishment of view corridors from the adjacent spaces to the Broadwater.

#### **Residential**

- High density residential components with high amenity and water views, proximity to employment, services and recreational facilities.

#### **Employment**

- New commercial development to support the regional employment role of Gosford CBD.

- New commercial office developments providing high quality, sustainable floor plates suited to a range of businesses.
- New opportunities for convenience retail that complements the central retail zone of the Gosford CBD.
- A new restaurant zone based along the existing breakwater.

### Public Spaces and Facilities

- Improved, continuous public access to the Brisbane Water foreshore.
- Improved and formalised public spaces including parks and plazas.
- High quality landscape features and embellishments attracting visitors and improving the recreational opportunities for residents and workers of the Gosford Waterfront and surrounds.
- A revitalised City Park with formalised recreation spaces.
- Improved links between Central Coast Stadium, the Clubs and Gosford CBD.

### Transport and Accessibility

- A network of roads, plazas, public spaces, links and waterside pathways.
- New residents, visitors and workers will rely on public transport and non-private vehicles with parking for residential, commercial and community developments.
- Multi use car park to serve the commercial development and recreational activities.
- Investigate opportunities to provide a new public ferry wharf on the Gosford Breakwater.

### Environmental

- New development built to modern environmental standards.
- Development sympathetic to any significant tree standings and ecologically sensitive environments.

### Recreational and Cultural Facilities

- Potential for a new Regional Performing Arts and Conference Centre.
- A range of built form and open space recreational and cultural facilities.
- Potential for new improved boating facilities for a variety boating of activities including public and private moorings.
- Improved and rationalised open space and recreational facilities for new and existing residents, employees and visitors.

## Heritage

- Recognise the heritage values of the site, whilst ensuring that future development has due regard to the significance of the item.

### 4.4.2.3 Land Use

#### OBJECTIVES

- To provide a mix of land uses including residential, commercial office, retail, visitor accommodation, recreational and cultural uses.
- To provide for significant employment opportunities to build on the employment role of the Gosford CBD and provide supportive retail services that will draw visitors towards the Broad Water.

#### CONTROLS

- a Commercial office development should generally be provided as an extension or continuation of the existing Gosford CBD.
- b Retail development should be provided along key pedestrian routes and active precincts within the Gosford Waterfront.
- c Cultural and recreational facilities should be provided in accessible locations.

### 4.4.2.4 Urban Structure

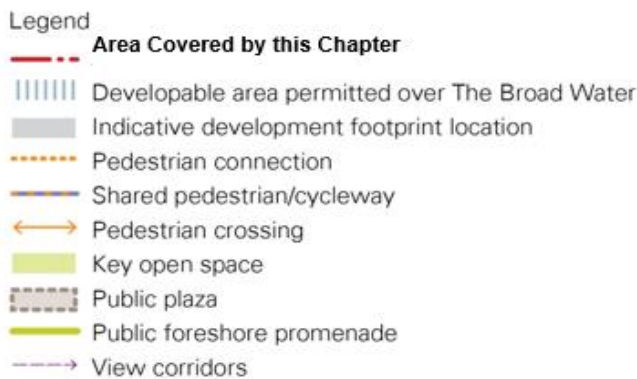
#### OBJECTIVES

- To provide building envelopes that reinforce key existing view lines and provide a legible and permeable development pattern
- To provide pedestrian connectivity and improved facilities for pedestrians and cyclists
- To provide a series of well-located public spaces connected by pedestrian and cyclist facilities and providing range of facilities for residents, workers and visitors
- To provide for new developable areas to facilitate a range of residential, employment and community uses
- To provide for the reconfiguration upgrading and revitalisation of the Gosford Breakwater
- To ensure new development optimises the existing road hierarchy

#### CONTROLS

- a The Gosford Waterfront should generally retain the existing road network, with some minor additions or changes to improve site access and pedestrian connectivity.
- b Baker Street is to be extended and formalised as a key pedestrian and vehicular connection within the precinct.
- c Building envelopes and development of the foreshore is to generally be located in accordance with Figure 2. Any development application that proposes to vary the location of the building envelopes is to demonstrate an improved urban design outcome and maintain key public spaces as indicated on Figure 2.
- d Key public spaces and public plazas are to be provided such as illustrated in Figure 2.

- e Create a new civic space and provide a pedestrian connection to replace Vaughan Avenue between Mann and Baker Street.
- f A major pedestrian crossing of the Central Coast Highway is to be provided in a central well-designed location in the vicinity of Baker Street and public plaza.
- g Any new development along the Brisbane Water foreshore should maintain continuous public access to the foreshore.
- h New development is to include or facilitate public pedestrian/cycle connections in accordance with Figure 2. Detail of public access and connections to public access are to be provided at development application stage.



**Figure 2 - Urban Structure**



### 4.4.3 BUILDING FORM

Building form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment. Central Coast LEP 2022 includes provisions for land use, building heights and gross floor area.

The development provisions in this section are intended to encourage high quality design for new buildings, balancing the character of the Gosford Waterfront with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in the Gosford Waterfront and produce a desirable setting for its intended uses.

The controls in this section aim to:

- Facilitate economic growth of Gosford City Centre by utilising available lands for built form that will attract new commercial office tenants to Gosford.
- Establish the scale, dimensions, form and separation of buildings appropriate for the Gosford Waterfront setting.
- Provide for the minor reconfiguration of parts of the Brisbane Water foreshore to improve the public foreshore areas and the efficiency and orientation of development parcels.
- Achieve an attractive and sustainable form within the Gosford Waterfront context.
- Achieve active frontages with good physical and visual connections between buildings, streets and the public domain.
- Provide for pedestrian comfort and protection from weather conditions.
- Define the public street to provide spaces that are clear in terms of public accessibility and safety and are easy to maintain.
- Ensure building depth and bulk is appropriate to the environmental setting and landform by providing for view sharing and good internal building amenity.
- Ensure building separation is adequate to protect amenity, daylight penetration and privacy between adjoining developments.
- Encourage mixed use development with residential components that achieve active street fronts and maintain good residential amenity.
- Achieve an articulation and finish of building exteriors that contribute to a high quality of design excellence.
- Provide for high quality landscape to contribute to the amenity of the city centre and a sustainable urban environment.

#### 4.4.3.1 Building Alignments and Setbacks

Building setbacks and alignments establish the front building line. They help to create the proportions of the building from the public domain and can contribute to the public domain by enhancing streetscape character and the continuity of facades.

Building setbacks can also be used to enhance the setting and address for the building. They provide for landscape areas, access arrangements, and entries to ground floor apartments. However, along key pedestrian routes and public domain areas, it may be more appropriate to provide buildings up to the street/public domain alignments to frame the public domain, reinforce the urban character, and improve pedestrian amenity and activity at street level.

Front, side and rear setbacks, where provided, allow ventilation, daylight access and view sharing, increase privacy, and reduce adverse wind effects. In residential buildings and serviced apartments, separation between windows on side and rear facades and other buildings is particularly important for privacy, acoustic amenity and view sharing.

For commercial buildings, separation distances are smaller due to reduced requirement for privacy, noise and daylight access. Separation for mixed use buildings containing residential and commercial uses is to be in accordance with specified distances for each component use.

## OBJECTIVES

- To establish the desired spatial proportions, and define the edge, of streets and the public domain
- To provide a range of front setbacks appropriate to building function and character
- To create a transition between public and private space
- To locate active uses, such as shopfronts, closer to pedestrian activity areas
- To allow an outlook to, and surveillance of, the street and public domain
- To allow for street landscape character, where appropriate
- To maintain sun access to the public domain
- To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy
- To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

## CONTROLS

- a Street building alignment and street setbacks are to comply with Figure 3.
- b The following projections and activities are permitted within front building alignments and setbacks (where not projecting beyond the property boundary):
  - i landscaping;
  - ii access arrangements and driveways;
  - iii balconies up to a maximum 600 mm depth; and
  - iv minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices.
- c If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means, for example, the construction of screens. These will be assessed on merit by the consent authority.



**Figure 3 – Street Alignment and Setbacks**

### 4.4.3.2 Building Frontage Heights

Frontage heights (to streets or the public domain) ensure a sense of enclosure and scale that is appropriate to the Gosford Waterfront, and the function and character of different parts of the site. Well framed streets and public domain areas enhance the pedestrian environment.

Frontage heights refer to the height of the building that directly addresses the street or public domain from the ground level up to the first (if any) setback.

#### OBJECTIVES

- To achieve comfortable environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees
- To protect solar access to key streets and public spaces
- To encourage a strong architectural expression of the "building wall" up to frontage height

#### CONTROLS

- a Consistent street or public domain frontage heights are to be provided in accordance with Figure 4.
- b Development above the maximum street frontage height is to be setback a minimum of 8m from the Baker Street boundary.
- c The street and public domain frontage height of buildings must demonstrate a sense of street enclosure and high pedestrian amenity.
- d No upper level setbacks are required, if proposed building frontage heights demonstrate sufficient sunlight access to Mann Street, and other public places such as Civic Plaza and City Park.
- e Notwithstanding the above, the frontage height of any new building is to be consistent with the controls in Section 4.4.3.5 Sun Access and View Corridors.



Figure 4 – Street Frontage / Public Domain Heights

### 4.4.3.3 Building Depth and Bulk

Building depth and bulk controls will enable a balance to be found between mitigating the potential adverse effects that tall and bulky buildings may have on the public domain, allowing for good internal amenity access to natural light and ventilation, and meeting the market requirements for larger format buildings (particularly for commercial uses).

#### OBJECTIVES

- To promote the design and development of sustainable buildings
- To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting
- To provide viable and useable commercial office floor space that meets market requirements
- To achieve useable and pleasant streets and public domain at ground level by controlling the size of building floor plates
- To allow for view sharing and view corridors
- To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades

#### CONTROLS

- a The maximum floor plate size for commercial buildings is 2,200m<sup>2</sup>.
- b The maximum floor plate depth (excluding balconies) for residential buildings is 20m.
- c In addition to the above, buildings are to:
  - d promote continuous, and wherever possible, direct lines of public foreshore access;
  - e achieve the relevant access and connections requirements identified in Section 4.4.5.1 Connections and Access;
  - f be articulated and modulated using a range of architectural treatments; and
  - g be orientated to optimise daylight and minimise lighting requirements.

### 4.4.3.4 Mixed Use Buildings

Mixed use developments provide for a variety of uses and activities, encouraging use of Gosford Waterfront outside the working day, adding vibrancy and life to the city streets. Different uses within the same building are best located to a pattern and layout suitable to the mix of uses, with retail and business activity at ground level to assist street activation, and residential uses, requiring privacy and noise mitigation, located above the street / public level.

- a Mixed use development within the Gosford Waterfront are preferred in areas where pedestrian activity will be encouraged and activity is ideal. These areas are located to the south of the existing Gosford CBD and along key pedestrian routes, to attract visitors south towards Brisbane Water and provide activity and surveillance throughout all times of the day.

#### OBJECTIVES

- To encourage a variety of mixed-use developments in the Gosford Waterfront

- To create lively streets and public spaces
- To increase the diversity and range of shopping and recreational activities for workers, residents and visitors
- To enhance public safety by increasing activity in the public domain on weeknights and on weekends
- To minimise potential conflicts and achieve compatibility between different uses
- To ensure that the design of mixed-use buildings addresses residential amenity
- To create separate, legible and safe access and circulation in mixed use buildings
- To ensure that mixed use buildings address the public domain and the street
- To ensure mixed use buildings adequately address all requirements for waste storage and waste collection

## CONTROLS

- a Minimum floor to ceiling heights are 3.3 metres for commercial office, 3.5 metres for active public uses, such as retail and restaurants, and 2.7 metres for residential.
- b Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook.
- c Locate clearly demarcated residential entries directly from the public street.
- d Clearly separate and distinguish commercial and residential entries.
- e Provide security access controls to all entrances into private areas, including carparks and internal courtyards.
- f Provide safe pedestrian routes through the site, where required.
- g Front buildings onto major streets with active uses where possible.
- h Avoid the use of blank building walls at the ground level where reasonably possible.

### 4.4.3.5 Sun Access and View Corridors

Good solar access is a key contributor to the amenity of public spaces, particularly during winter. Protecting solar access to the key public spaces such as the City Park, the Civic Plaza and the Broad Water foreshore.

Views contribute to the character and amenity of a site, enhancing its sense of place and identity. The physical setting of the Gosford Waterfront on Brisbane Water provides for special views through, to and from the site.

It is important that the development of the Gosford Waterfront allows key view lines to Brisbane Water. The location and massing of buildings is important in maintaining the key view corridors to the waterfront.

## OBJECTIVES

- To allow sunlight access to new and existing significant public spaces
- To ensure a high level of amenity to significant public spaces
- To maintain and enhance significant view corridors from public spaces to Brisbane Water

**CONTROLS**

- a Key public spaces to be provided as illustrated at Figure 5.
- b Any new public spaces are to be designed so that at least 50% of the open space provided has a minimum of 3 hours of sunlight between 9am and 3pm on 21st June (Winter Solstice).
- c Significant views to be protected are illustrated in Figure 5.
- d Align tall building elements to maximise view corridors between buildings.



**Figure 5 – View Corridors and Key Public Spaces**

**4.4.3.6 Building Exteriors**

The pedestrian environment is to be characterised by excellence of design, high quality materials and a standard of finish appropriate to a regional city centre. The maintenance and improvement of the public domain is dependent on a consistent approach to the design of new development including the articulation and finish of building exteriors.



## OBJECTIVES

To ensure that new buildings in Gosford Waterfront:

- contribute positively to the streetscape and public domain by means of high-quality architecture and robust selection of materials and finishes,
- provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops,
- present appropriate design responses to nearby development that complement the streetscape,
- clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security,
- maintain a pedestrian scale in the articulation and detailing of the lower levels of the building, and
- contribute to a visually interesting skyline.

## CONTROLS

- a Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:
  - i appropriate alignment and street frontage heights,
  - ii setbacks above street frontage heights,
  - iii appropriate materials and finishes selection,
  - iv facade proportions including horizontal or vertical emphasis, and
  - v the provision of enclosed corners at street intersections.
- b Balconies and terraces are encouraged, particularly where buildings overlook parks and on low rise parts of buildings.
- c Articulate façades so that they address the street and add visual interest.
- d External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.
- e Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.
- f Maximise glazing for retail uses but break glazing into sections to avoid large expanses of glass.
- g A materials sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.
- h Minor projections up to 450mm from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as:
  - i expressed cornice lines that assist in enhancing the streetscape,

- ii projections such as entry canopies that add visual interest and amenity,
  - iii projections to enhance light penetration into floor space, and
  - iv provided that the projections do not detract from significant views and vistas (refer to Figure 5).
- i Finishes and materials should be chosen to reduce glare and reflection to the Broad Water.

#### 4.4.4 CONTROLS FOR SPECIAL AREAS AND USES

Throughout the Gosford Waterfront, a number of “special areas and uses” have been identified in recognition of their location, attributes, size and development potential.

This Chapter has identified three ‘Special Areas and Uses’ (see Figure 6), each of which has its own set of objectives linked to the relevant development controls. These controls must be considered in addition to the general controls addressed previously in this Chapter.



Figure 6 – Special Areas and Uses

### 4.4.4.1 Cultural Hub

The cultural hub, as identified at Figure 6, is a key attractor within the Gosford Waterfront, drawing visitors and locals to the Broad Water and the Gosford CBD.

#### OBJECTIVES

- To promote the development of a high-quality architectural landmark building in the Gosford Waterfront Precinct
- To provide large performing arts and cultural exhibition space that will provide high grade regional facilities for the Central Coast
- To maintain the cultural significance of the site through its continual use as the cultural hub of the Gosford Waterfront
- To maintain and enhance public space and a pedestrian connections between Mann Street, Baker Street and the Gosford Highway

#### CONTROLS

- a Any development of the site identified on Figure 6, should adopt the following principles:
- b Include a Regional Performing Arts Centre;
- c Include a public plaza along Mann Street, maintaining the existing significant vegetation;
- d Maintain key view lines and pedestrian connections as identified at Figures 5 and 7;
- e Include active frontages where buildings front the Civic Plaza.
- f Maintain public access to all outdoor areas at all times.

### 4.4.4.2 Gosford City Park

The Gosford City Park is currently a vacant grassed site with some vegetation along the street frontages. The redevelopment of the Gosford City Park will provide new public outdoor passive and recreational spaces for existing and future residents and workers within the Gosford CBD. The new public recreational facilities will provide an attraction within the Gosford CBD, further drawing visitors and Gosford locals towards the Gosford Waterfront and increasing opportunities for interaction between the Broad Water and the CBD.

#### OBJECTIVES

- To enhance the existing public space
- To provide new and formalised passive recreational spaces
- To increase the function and attraction of Gosford City Park
- To improve links to, and interface with, the Central Coast Stadium

#### CONTROLS

- a The development of the Gosford City Park, as identified at Figure 6, should adopt the following principles:
  - i Provide a variety of publicly accessible outdoor recreational spaces.

- ii Provide new pedestrian and cycle links between Baker Street, Gosford City Highway, Dane Drive and Georgiana Terrace.
- iii Include a new indoor recreational facility providing new facilities for the existing and future population.
- iv Part of the eastern and northern bounds of the site may be required for public on-street parking along Georgiana Terrace and Baker Street. No other part of the site is to be used for at-grade parking.

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#### OBJECTIVES

- To enhance the existing public space.
- To provide new and formalised passive recreational spaces.
- To increase the function and attraction of Gosford City Park.
- To improve links to, and interface with, the Central Coast Stadium.

#### CONTROLS

- a The development of the Gosford City Park, as identified at Figure 6, should adopt the following principles:
  - i Provide a variety of publicly accessible outdoor recreational spaces.
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  - iii Include a new indoor recreational facility providing new facilities for the existing and future population.
  - iv Part of the eastern and northern bounds of the site may be required for public on-street parking along Georgiana Terrace and Baker Street. No other part of the site is to be used for at-grade parking.

#### 4.4.4.3 Gosford Breakwater

The Gosford Breakwater is an existing sea wall constructed within the Broad Water currently providing boat mooring facilities and is part of the existing public access network along the foreshore. The Breakwater will be a key attraction in the Gosford Waterfront, enhancing public access and retail services in the precinct. The Breakwater will provide opportunities for a commercial office, restaurant and retail precinct in the Gosford Waterfront, provided by an extension of the foreshore to provide new developable land.

## OBJECTIVES

- To provide new commercial, retail and restaurant services and visitor accommodation in the Gosford Waterfront Precinct.
- To maximise public access to the Breakwater.
- To provide opportunities for a ferry wharf.
- To minimise environmental impacts.

## CONTROLS

- a The development of the Gosford Breakwater, as identified at Figure 6, should adopt the following principles:
  - i The reconfiguration of the Breakwater is to facilitate a development parcel that can accommodate commercial development, a small retail and restaurant strip and new public landscaped areas.
  - ii The reconfiguration of the Breakwater is to minimise environmental impacts and any fill material should be sourced from material validated suitable for the purpose. The reconfiguration of the Breakwater should also minimise disturbance of the adjacent seabed.
  - iii Provide new retail and restaurant services providing activation and the attraction Breakwater.
  - iv Maintain continuous pedestrian connections around the foreshore.
  - v A new access road constructed off the Central Coast Highway generally along the alignment of the existing Breakwater.
  - vi Any development should not preclude the development of a ferry wharf at the end of the Breakwater.

### 4.4.4.4 Marinas

## OBJECTIVES

- To facilitate the development of marina facilities adjacent to the Gosford Breakwater.
- To locate marina facilities in locations that will minimise impact on views, environment and public access.
- To provide facilities to accommodate the growing boating community in Gosford associated with the existing boating infrastructure.
- To provide sufficient car parking to accommodate the demand for boating facilities within the Gosford Waterfront.
- To attract increased boating-based visitors to Gosford by providing facilities for short term moorings and shore facilities.

## CONTROLS

### Location

- a Marina developments are to be located where there is adequate water depth to accommodate the largest boat or where minimal dredging of soft material will achieve an adequate water depth.

### Design and Layout

- b Marinas shall not preclude or restrict public access to the foreshore.
- c The extent of development over water including waterside structures, berths, fairways and access channels is to be minimised and result in minimal alienation of the waterway.
- d Marinas are to be in the form of a series of interlinked pontoons which shall be restrained and held in position by a minimum number of piles or mooring lines to anchor points in the seabed.
- e Design of marina restraints shall take into account the flexibility and performance of the pontoon systems under environmental loads.
- f The depth and width of berths and fairways of marinas shall accommodate either a yacht or motor vessel. Restricted berths are to be nominated only where this will lead to an optimal environmental outcome.
- g Commercial marinas are to provide a point of access to boats for disabled people where possible.
- h Marinas are to be designed to minimise the impact of vessels when in use on the environment including on air and water quality, marine habitat and bank stability.
- i Marina layouts are to be designed in accordance with the following publications:
  - i Department of Environment and Conservation (NSW) "*Environmental Information for Marinas, Boatsheds and Slipways*" (November 1998).
  - ii NSW Maritime Authority "*Engineering Standards and Guidelines for Maritime Structures*"
  - iii NSW Fisheries Department's "*Aquatic Habitat Management and Fish Conservation—Policy and Guidelines*", 1998
  - iv NSW Department of Primary Industries – Fisheries "*Policy and Guidelines – Aquatic Management and Fish Conservation* (1999)".
  - v NSW Department of Primary Industries – Fisheries "*Habitat Protection Plan No. 2: Seagrasses*"; and
  - vi NSW Department of Primary Industries – Fisheries "*Habitat Protection Plan No. 1: General*".

## Facilities and Services

- j Marinas are to provide boating service facilities such as fuel, water, toilet facilities or sewage pumpout.
- k Marinas are to provide an appropriate mix and choice of boat storage facilities based on established demand as well as a range of marine services to the boating public.
- l Vessels at the marina are not to be used as a permanent residence. A covenant shall be included on the lease to enforce this requirement.

## Visual Impact

- m Any development application for a marina must be accompanied by a visual impact assessment that considers the following:
  - i the visual contrast between the marina and the planned future character of its setting;
  - ii the visual impact of the marina on people in the visual catchment (to ensure there remains clear view corridors to the water enhanced by the visual interest of the boats and moorings); and
  - iii the impact of the largest motor vessel capable of being berthed at the marina.
- n The largest vessels (motorised or otherwise) to be berthed at the marina are to be located as far from shore as possible.
- o Foreshore structures are to be minimised.
- p Impact on key view lines from the public foreshore area are to be minimised.
- q The visual impact of car parking from Brisbane Water is to be minimised.

## Safety and Security

- r Any future development application for a marina should demonstrate the safety and security measures to be incorporated into the design of the marina including addressing projected sea level rise risks.

## Environmental Management

- s Pollution and waste:
  - i potential pollutant sources from the site must be controlled and meet established performance standards;
  - ii appropriate controls are to be in place and managed to prevent any pollutants entering the environment;
  - iii marinas for nine or more vessels are to provide adequate and readily accessible facilities for the collection and disposal of wastes from vessels;
  - iv facilities for pumping out sewage holding tanks are to be provided onshore; and
  - v any waste that cannot be recycled is to be disposed of at an appropriate facility.
- t Adequate car and trailer parking (based on the number and type of berths, associated activities and number of employees) is to be available on-site. Off-site parking is acceptable only where it will not reduce community amenity or generate adverse traffic impacts.

- u The adverse impacts of traffic and parking generated by boat storage facilities in terms of congestion, safety, air quality and noise are to be minimised.
- v The adverse impacts of noise (considering hours of operation, existing background noise, expected departure/arrival times for vessels, noise level of marina patrons, noise level from repair and testing of vessels and motors) are to be minimised through appropriate design and management measures.
- w The adverse impacts of lighting on night navigation and neighbours are to be minimised through appropriate design and management measures.

### Marina Buildings

- x Marina buildings are to be designed so that their dimensions are not excessive and can reasonably meet the functional requirements of the proposed uses.
- y The colours, appearance and form of any associated buildings shall be compatible with the surrounding environment.
- z Shiny or reflective materials are not to be used.

## 4.4.5 PEDESTRIAN AMENITY

Pedestrian amenity incorporates all those elements of individual developments that directly affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve a high quality of urban design and pedestrian comfort in the public spaces of the Gosford Waterfront. The pedestrian environment provides people with their primary experience of and interface with the site. This environment needs to be safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities. The city's lanes, arcades and through site links should form an integrated pedestrian network providing choice of routes at ground level for pedestrians.

The controls in this section aim to increase the vitality, safety, security and amenity of the public domain by:

- Encouraging future through site links at ground level.
- Ensuring active frontages and positive building address to the street and public domain.
- Ensuring provision of awnings along the key pedestrian and commercial frontages and other retail and tourist areas.
- Mitigating adverse impacts on the street arising from driveway access crossings, advertising signage and selection of building finishes and materials.
- Protecting significant views and vistas along streets.

### 4.4.5.1 Connections and Access

#### OBJECTIVES

- To maintain and improve public access through the Gosford Waterfront to the Broad Water foreshore.
- To provide for pedestrian amenity and safety.

#### CONTROLS

- a Pedestrian connections are to be provided in accordance with Figure 7.
- b Public access along the Broad Water foreshore is to be provided at all times in accordance with Figure 7.



- c New through-site links for pedestrians, cyclists and vehicles are to be provided in accordance with Figure 7.
- d Laneways or slip lanes are to:
  - i be clear and direct throughways for pedestrians with paving finishes, lighting etc. that are appropriate for a pedestrian route.
  - ii provide public access at all times, have a minimum width of 6m clear of all obstructions, and
  - iii have signage indicating public accessibility and the street to which the lane connects.
- e Where lanes are primarily used for building access and servicing, 'safer by design' principles must be demonstrated.



**Figure 7 – Pedestrian Connections and Public Access**

### 4.4.5.2 Active Frontages

Active street frontages promote an interesting and safe pedestrian environment. Busy pedestrian areas and non-residential uses such as shops, studios, offices, cafes, recreation and promenade opportunities promote the most active street fronts. Residential buildings contribute positively to the street by providing a clear street address, direct access from the street and direct outlook over the street.

#### OBJECTIVES

- To promote pedestrian activity and safety in the public domain.
- To maximise active frontages along key pedestrian links in the Gosford Waterfront.
- To define areas where active streets are required or are desirable.
- To encourage an address to the public domain outside of areas where active street frontages are required.

## CONTROLS

### Active Frontages

- a Active frontages are required at the ground level as identified in Figure 8.
- b Active frontages are defined as one or a combination of the following:
  - i entrance to retail,
  - ii shop front,
  - iii glazed entries to commercial and residential lobbies,
  - iv café or restaurant if accompanied by an entry from the street,
  - v active office uses, such as reception, if visible from the street, and
  - vi public building if accompanied by an entry.
- c Entry to active ground floor uses is to be generally at the same level as the footpath.
- d In other locations where active frontages are required, restaurants, cafes and the like are to consider providing operable shop fronts and outdoor seating. Where active frontages are not required, buildings should provide an attractive relationship to the street, including measures like:
  - i avoiding blank walls,
  - ii providing building entries and lobbies,
  - iii landscaped plazas between the street and the building frontage, and
  - iv orientate the building to provide passive surveillance.



**Figure 8 – Active Frontages and Public Domain Address**

### 4.4.5.3 Safety and Security

The design of buildings and public spaces has an impact on perceptions of safety and security, as well as actual opportunities for crime. A safe and secure environment encourages activity, vitality and viability, enabling a greater level of security.

#### OBJECTIVES

- To ensure developments are safe and secure for pedestrians.
- Reduce opportunities for crime through environmental design.
- To contribute to the safety of the public domain.
- Encourage a sense of ownership over public and communal open spaces.

## CONTROLS

- a Address 'Safer-by-Design' principles to the design of public and private domain, and in all developments (including the NSW Police '*Safer by Design*' crime prevention through environmental design (CPTED) principles).
- b Ensure that the building design allows for passive surveillance of public and communal spaces, access ways, entries and driveways.
- c Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks.
- d Where residential development is proposed on the ground level, maximise the number of residential 'front door' entries at ground level.
- e Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.
- f Clearly define the development boundary to strengthen the transition between public, semi-private and private space. This can be actual or symbolic and can include landscaping, fences, change in paving material, etc. Provide adequate lighting of all pedestrian access ways, parking areas and building entries.
- g Provide clear lines of sight and well-lit routes throughout the development and along public foreshore areas.
- h Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway.

### 4.4.5.4 Pedestrian Protection

Awnings/colonnades increase the useability and amenity of public footpaths by protecting pedestrians from sun and rain. They encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the local area. Awnings/colonnades, like building entries, provide a public presence and interface within the public domain and contribute to the identity of a development.

## OBJECTIVES

- To provide shelter for public streets and key routes where most pedestrian activity occurs.
- To address the streetscape by providing a consistent frontage in the Gosford Waterfront.

## CONTROLS

- a Street frontage awnings or colonnades are to be provided for all new developments as indicated in Figure 9.
- b Awning/colonnade dimensions should generally be:
  - i horizontal in form,
  - ii minimum 2.4 metres deep (dependant on footpath width),
  - iii minimum soffit height of 3 metres and maximum of 5 metres,
  - iv steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm,

- v low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height), and
- vi setback from kerb to allow for clearance of street furniture, trees, etc. (typically 1.2m).
- c Awning/colonnade design must match building facades, be complementary to those of adjoining buildings and maintain continuity.
- d Wrap awnings/colonnades around corners for a minimum 6m from where a building is sited on a street corner.
- e Provide under awning/colonnade lighting to facilitate night use and to improve public safety recessed into the soffit of the awning/colonnade or wall mounted onto the building.



Figure 9 – Required Awnings/Colonnades

## 4.4.6 ACCESS, PARKING AND SERVICING

### 4.4.6.1 Traffic Management

The Gosford Waterfront is located along a major regional road within the Central Coast LGA. The redevelopment of the Gosford Waterfront should aim to mitigate the impacts on the local and regional traffic network and encourage greater use of alternative transport modes.

#### OBJECTIVES

- To ensure the traffic impacts of the Gosford Waterfront are appropriately mitigated and assessed.

#### CONTROLS

- a Prior to the approval of the first development application for additional floor space within the Gosford Waterfront precinct, a comprehensive traffic and transport study shall be undertaken in accordance with the RMS Guide to Traffic Generating Developments. The study is to investigate the total impacts of the Gosford Waterfront precinct on the surrounding road network. The study must include the consideration of the following, as a minimum:
  - i Identify the constraints in the existing road network.
  - ii Demonstrate the capacity and functionality of the road network in catering for the expected future traffic volumes in the area.
  - iii Detail the impacts upon the regional and state road network at the various stages of development.
  - iv Consider any other major land use changes that will increase demand on the future road network.
  - v Provide an indicative road hierarchy and property access strategy for the road network.
  - vi Identify the necessary road and transport infrastructure improvements/upgrades required as a direct result of the future development of the site.
  - vii The provision of alternative transport modes and the infrastructure required to support these modes (public transport, pedestrians, cyclists, etc.).
- b Consideration of and/or updates to the comprehensive traffic and transport study is required for each development application increasing floor space or amending land use mix within the Gosford Waterfront.
- c Any capacity upgrades required on the classified State road network, as a result of the proposed rezoning/development, must be funded by the proponent including the intersection upgrades or mid-block traffic signal installations.

### 4.4.6.2 Vehicle Access

The design of vehicle access to buildings influences the quality of the public domain. Overly wide and high vehicle access points detract from the streetscape and the active use of street frontages. The design and location of vehicle access to developments should minimise both conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority places, and visual intrusion and disruption of streetscape continuity.

## OBJECTIVES

- To make vehicle access to buildings more compatible with pedestrian movements
- Reduce the impact of vehicular access on the public domain

## CONTROLS

### Location of Vehicular Access

- a Vehicle entries are to avoid those areas shown at Figure 10.
- b In all other areas, one vehicle access point only to each proposed building (including the access for service vehicles and parking for non-residential uses) will be generally permitted. Where development is undertaken in stages, access should be consolidated or amalgamated where possible.
- c Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

### Design of Vehicular Access

- d Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath, and perpendicular to the kerb alignment. Where a double lane crossing is necessary due to the size of the car park, a maximum width of 6.5 metres may be permitted for safety reasons.
- e Vehicle access ramps parallel to the street frontage will not be permitted.
- f Ensure vehicle entry points are integrated into building design.
- g Doors to vehicle access points are to be roller shutters, or tilting doors fitted behind the building facade and the like.





**Figure 10 – Restricted Vehicle Entrances**

### 4.4.6.3 Pedestrian Access and Mobility

Any new development must be designed to ensure that safe and equitable access is provided to all, including people with a mobility problems and disabilities.

#### OBJECTIVES

- To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain
- To ensure buildings and places are accessible to people with a disability
- To provide a safe and accessible public domain

## CONTROLS

- a Main building entry points should be clearly visible from primary frontages and enhanced as appropriate with awnings, building signage or high-quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.
- b The design of facilities (including car parking requirements) for disabled persons must comply with the relevant *Australian Standard (AS 1428 Pt 1 and 2, or as amended)* and the *Disability Discrimination Act 1992 (as amended)*.
- c Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas.
- d The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.
- e Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain with appropriate slip resistant materials, tactile surfaces and contrasting colours.

### 4.4.6.4 Vehicular Driveways and Manoeuvring Areas

#### OBJECTIVES

- To minimise the impact of vehicle access points on the quality of the public domain.
- To minimise impact of driveway crossovers on pedestrian safety and streetscape amenity.
- Minimise stormwater runoff from uncovered driveways and parking areas.

#### CONTROLS

- a Driveways should be:
  - i located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees, and
  - ii located a minimum of 6 metres from the perpendicular of any intersection of any two roads.
- b Vehicle access is to be integrated into the building design so as to be visually recessive.
- c All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.
- d Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.
- e Driveway widths must comply with the relevant Australian Standards.
- f Car space dimensions must comply with the relevant Australian Standards.
- g Driveway grades, vehicular ramp width/ grades and passing bays must be in accordance with the relevant *Australian Standard, (AS 2890.1)*.
- h Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 8. Ramp widths must be in accordance with *AS 2890.2*.

- i Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.

#### 4.4.6.5 On-Site Parking

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations.

There are particular constraints in certain areas of Gosford Waterfront on the provision of car parking in underground structures. Due to the high-water table, excavation on certain sites may become difficult beyond one level of basement parking. This may necessitate site design which locates the parking above ground. In these cases, minimising the impacts of above ground parking on the public domain is important.

#### OBJECTIVES

- To facilitate an appropriate level of on-site parking provision in the city centre to cater for a mix of development types
- To minimise the visual impact of on-site parking
- To facilitate the development of a casual paid car park within the Gosford Waterfront
- To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles)
- To enable the conversion of above ground parking to other future uses
- To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking

#### CONTROLS

##### General (all development)

- a On-site vehicle and bicycle parking is to be provided in accordance with Table 1.
- b Car parking and associated internal manoeuvring areas provided over and beyond that required by this chapter and the Central Coast LEP 2022 is to be calculated towards gross floor area.
- c On-site parking is to be accommodated underground, or otherwise fully integrated into the design of the building.
- d On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).
- e Bicycle parking is to be provided insecure internal and accessible external locations.
- f Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:
  - i integrated into the overall façade and landscape design of the development,
  - ii not located on the primary street façade, and
  - iii oriented away from windows of habitable rooms and private open spaces areas.
- g For commercial and retail development providing employment for 20 persons or more, provide adequate change and shower facilities for cyclists. Facilities should be conveniently located close to bike storage areas.

## Required Parking Rates

### h Residential

Land Use	Parking Requirements
<b>i Shop Top Housing</b>	<b>1 car space/dwelling</b>
<b>ii Residential Flat Building - Residential parking - 1 bedroom dwelling</b>	<ul style="list-style-type: none"> <li>1 car space</li> </ul>
<b>iii Residential Flat Building - Residential parking - 2 bedroom dwelling</b>	<ul style="list-style-type: none"> <li>1.2 car spaces</li> </ul>
<b>iv Residential Flat Building - Residential parking – 3+ bedroom dwelling</b>	<ul style="list-style-type: none"> <li>1.5 car spaces</li> </ul>
<b>v Residential Flat Building - Visitor Parking</b>	<ul style="list-style-type: none"> <li>1 space / 800m<sup>2</sup> residential GFA (maximum rate)</li> </ul>
<b>vi Residential Flat Building -Motorcycle parking</b>	<ul style="list-style-type: none"> <li>1 space/15 dwellings (or part thereof)</li> </ul>
<b>vii Residential Flat Building -Bicycle parking</b>	<ul style="list-style-type: none"> <li>resident’s space/3 dwellings, and</li> <li>1 visitor’s space/12 dwellings (or part thereof)</li> </ul>
<b>viii Housing for Seniors or persons with disability</b>	<b>As per SEPP (Housing) 2021</b>
<b>ix Aged Care Hostels, Nursing Homes, Convalescent Homes - Car Parking</b>	<ul style="list-style-type: none"> <li>Not less than 1 car space/10 beds</li> <li>Not less than 1 car space/2 employees</li> <li>Not less than 1 parking space suitable for an ambulance</li> </ul>
<b>x Aged Care Hostels, Nursing Homes, Convalescent Homes - Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>1 motorcycle space/25 car spaces (or part thereof)</li> </ul>

### i Tourism

Land Use	Parking Requirements
----------	----------------------

- |  |   |
|--|---|
| <p><b>i Hotel Accommodation, Motel Units, Tourist Units (including serviced apartments that are not strata titled) – Car Parking</b></p>         | <ul style="list-style-type: none"> <li>• 1 space/3 accommodation unit, plus</li> <li>• 1 space/for every 2 persons employed in connection with the development and on duty at any one time.</li> <li>• Restaurants, function rooms, etc. associated with the development and open to the general public require additional parking at the rate for that use.</li> </ul> |
| <p><b>ii Hotel Accommodation, Motel Units, Tourist Units (including serviced apartments that are not strata titled) - Motorcycle parking</b></p> | <ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>   |
| <p><b>iii Boarding House – Car Parking</b></p>   | <ul style="list-style-type: none"> <li>• 1 space/2 bedrooms (or part thereof), plus</li> <li>• 1 space/residential manager, plus</li> <li>• 1 space/2 employees</li> </ul>  |
| <p><b>iv Boarding House – Motorcycle Parking</b></p>   | <ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>   |
| <p><b>v Youth Hostel, Backpacker Hostel – Car Parking</b></p>  | <ul style="list-style-type: none"> <li>• 1 space/5 occupants/lodgers, plus</li> <li>• 1 space/residential manager, plus</li> <li>• 1 space/2 employees</li> </ul>   |
| <p><b>vi Youth Hostel, Backpacker Hostel – Motorcycle Parking</b></p>  | <ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>   |

Applies to uses where the accommodation is directed to travellers, a majority of whom

do not use private motor vehicles)

j Recreation

Land Use	Parking Requirements
i Licensed Hotel, Tavern/Club – Car Parking	<ul style="list-style-type: none"> <li>• 1 space/133m<sup>2</sup> GFA (maximum rate)</li> </ul>
ii Youth Hostel, Backpacker Hostel – Car Parking – Motorcycle Parking	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
iii Recreational Facility – Car Parking	<ul style="list-style-type: none"> <li>• 1 space/25m<sup>2</sup> GFA</li> </ul>
iv Recreational Facility – Motorcycle Parking	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
v Recreational Facility – Bicycle Parking	<ul style="list-style-type: none"> <li>• 1 space/200m<sup>2</sup> GFA</li> </ul>

k Commercial and Retail

Land Use	Parking Requirement
i Commercial Premises (Office) – Car Parking	<ul style="list-style-type: none"> <li>• 1 space/80m<sup>2</sup> GFA (maximum rate)</li> </ul>
ii Commercial Premises (Office) – Motorcycle Parking	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
iii Commercial Premises (Office) – Bicycle Parking	<ul style="list-style-type: none"> <li>• 1 space/200m<sup>2</sup> GFA for employees</li> <li>• 1 space/750m<sup>2</sup> GFA for visitors</li> </ul>
iv Professional Consulting Rooms, Medical Practices – Car Parking	<ul style="list-style-type: none"> <li>• 3 spaces/surgery or consulting rooms, plus</li> <li>• 1 space/professional practitioner and other staff present at any one time</li> </ul>
v Professional Consulting Rooms, Medical Practices – Motorcycle Parking	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>

<b>vi</b>	<b>Professional Consulting Rooms, Medical Practices – Bicycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/4 consulting rooms</li> </ul>
<b>vii</b>	<b>Service Stations</b>	<ul style="list-style-type: none"> <li>• Minimum 4 car spaces, plus</li> <li>• 6 spaces/service bay</li> </ul> <p><b>(Convenience stores and restaurants attached to a service station require additional parking calculated at the respective rated designated for those uses.)</b></p>
<b>viii</b>	<b>Motor Showrooms – Car Parking</b>	<ul style="list-style-type: none"> <li>• 1.5 spaces/200m<sup>2</sup> site, plus</li> <li>• 6 spaces/service bay or 1 space/2persons employed in connection with the use</li> </ul>
<b>ix</b>	<b>Motor Showrooms – Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
<b>x</b>	<b>Drive-in Liquor Outlet – Car Parking</b>	<ul style="list-style-type: none"> <li>• 2 spaces, plus</li> <li>• 1 space/person employed in connection with the use and on duty at any one time</li> </ul> <p><b>(These spaces to be exclusive of the driveway area used for queuing and service to customers in their vehicle)</b></p>
<b>xi</b>	<b>Furniture and Building Materials Showroom – Car Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/45m<sup>2</sup> GFA</li> </ul>
<b>xii</b>	<b>Shops – Car Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/50m<sup>2</sup> GFA (maximum rate)</li> </ul>
<b>xiii</b>	<b>Shops – Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
<b>xiv</b>	<b>Shops – Bicycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/200m<sup>2</sup> GFA for employees</li> </ul>

		<ul style="list-style-type: none"> <li>1 space/750m<sup>2</sup> GFA for visitors</li> </ul>
xv	<b>Restaurants - Car Parking</b>	<ul style="list-style-type: none"> <li>1 space/30m<sup>2</sup> GFA (maximum rate)</li> </ul>
xvi	<b>Restaurants - Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>1 space/25 car spaces (or part thereof)</li> </ul>
xvii	<b>Restaurants – Bicycle Parking</b>	<ul style="list-style-type: none"> <li>1 space/200m<sup>2</sup> GFA (staff and patrons)</li> </ul>
xviii	<b>Retail Markets – Car Parking</b>	<ul style="list-style-type: none"> <li>1 space/18m<sup>2</sup></li> </ul>
xix	<b>Retail Markets – Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>1 space/25 car spaces (or part thereof)</li> </ul>
xx	<b>Retail Markets – Bicycle Parking</b>	<ul style="list-style-type: none"> <li>1 space/750m<sup>2</sup> GFA for employees</li> <li>1 space/1000m<sup>2</sup> for shoppers</li> </ul>

**(This provision does not apply to approved markets operated by a community organisation for charitable purposes.)**

I Community Facilities

Land Use	Parking Requirement
i <b>Place of Worship and Place of Assembly – Car Parking</b>	<ul style="list-style-type: none"> <li>1 space/27m<sup>2</sup> GFA (maximum rate)</li> </ul>
ii <b>Place of Worship and Place of Assembly – Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>1 space/25 car spaces (or part thereof)</li> </ul>
iii <b>Place of Worship and Place of Assembly – Bicycle Parking</b>	<ul style="list-style-type: none"> <li>1 space/50 seats</li> </ul>
iv <b>Child Care, Child Minding Centre, Kindergarten, Pre-School - Car Parking</b>	<ul style="list-style-type: none"> <li>1 space per person employed in connection with the use, plus</li> <li>A temporary stand area at the rate of 1 space/6 children (a minimum of</li> </ul>



v	<b>Child Care, Child Minding Centre, Kindergarten, Pre-School - Motorcycle Parking</b>	<p>5 temporary stand areas)</p> <ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul> <p>(The temporary standing area is to be designed so that vehicles can enter or leave the site moving in a forward direction and without conflicting with other traffic/parking movements.)</p>
vi	<b>Hospital – Car Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/35m<sup>2</sup> GFA (maximum rate)</li> </ul>
vii	<b>Hospital – Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
viii	<b>Schools, Educational Establishments – Car Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/1111m<sup>2</sup> GFA (maximum rate)</li> </ul>
ix	<b>Schools, Educational Establishments – Motorcycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/25 car spaces (or part thereof)</li> </ul>
x	<b>Schools, Educational Establishments – Bicycle Parking</b>	<ul style="list-style-type: none"> <li>• 1 space/5 students above Grade 4</li> </ul>

m Other Uses

Land Use	Parking Requirement
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Where not specified, the RMS guidelines will be applied to developments of a minor nature including extensions, etc. However for a major proposal the application is to

be supported by a Traffic Impact Statement with recommendation as to the appropriate provision for on-site car, motorcycle and bicycle parking.

## Variations and Compliance

- a On-site parking will be required in accordance with the standards of this plan except where good cause can be shown as to why strict compliance is unnecessary.
- b Requests for variation must be supported by information and data to substantiate that an alternative standard is appropriate. Except for minor variations, this information should take the form of a Traffic Impact Statement and/or Parking Needs Survey carried out by suitably qualified consultants.
- c For developments incorporating different categories of uses, a separate calculation will be made for each component. Parking needs will be calculated on peak time. However, where peak demands for each land use component of the development are staggered, and this can be demonstrated to the satisfaction of the Council, a reduction in the total number of spaces required may be accepted.

## Existing Development

- d Where an existing building is to be replaced by a new building which has a floor area not exceeding the floor area of the existing building and no change of use is proposed, no additional parking is required to be provided. Any existing parking on the site, up to the number of spaces required under this plan for the existing development, or any requirement of the consent for the existing development, must be maintained on the site.
- e Where an existing building is to be replaced by a new building,
  - i having a floor area greater than the existing building, and/or
  - ii which will have a different use and/or
  - iii where renovations, alterations or additions create potential to generate additional visitor and customer demand;
  - iv car parking is to be provided as calculated for the new building area and use.

## Change of Use

- f Nothing in this plan shall be applied to require that additional parking is required for the conversion of existing commercial floor space to either retail or restaurant land use in the Gosford Waterfront.

## Car parking for Persons with Disability

Provision is to be made for persons with disability in the provision of car parking facilities, and in accordance with *Australian Standard AS 2890.1 - 1993*.

- g Where car parking is provided in excess of five (5) spaces, provision shall be made for parking for persons with a disability at the rate of one (1) space per one hundred (100) or part thereof of car spaces provided. A higher proportion of such spaces may be required for uses which are likely to generate a higher demand for such facilities.
- h The location of spaces designated for persons with disability should be close to an entrance to a building or facility with access from the car space by ramps and/or lifts in accordance with *Australian Standard AS 1428.1* and Part D3 of the *Building Code of Australia*.
- i Car spaces provided under this provision shall be kept or made available for use by persons with disability as required.

- j In any residential development, consideration should be given to providing garages in accordance with the dimensions for class 4 spaces under AS 2890.1 - 1993. This would provide flexibility in making such facilities available for occupants with disability, or if not so used, provide domestic storage space.

#### 4.4.6.6 Site Facilities and Services

##### OBJECTIVES

- To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures) are effectively integrated into the development and are unobtrusive
- To ensure that site services and facilities are adequate for the nature and quantum of development
- To establish appropriate access and location requirements for servicing
- To ensure service requirements do not have adverse amenity impacts

##### CONTROLS

###### Mailboxes

- a Provide mail boxes for residential building and/or commercial tenancies in one accessible location adjacent to the main entrance to the development.
- b They should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building.
- c Mail boxes shall be secure and large enough to accommodate articles such as newspapers.

###### Communication structures, air conditioners and service vents

- d Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures:
  - i away from the street frontage,
  - ii integrated into the roof-scape design and in a position where such facilities will not become a skyline feature at the top of any building, and
  - iii adequately setback from the perimeter wall or roof edge of buildings.

###### Waste (garbage) storage and collection (all development)

- e All development is to preferably accommodate waste handling and storage on-site. The size, location and handling procedures for all waste, including recyclables, is to be determined in accordance with Council waste contract and advice from Council's Waste and Emergency Services staff.
- f Access for waste collection and storage is preferred from rear lanes, side streets or rights of ways.
- g Waste storage areas are to be designed to:
  - i ensure adequate driveway access and manoeuvrability for any required service vehicles,
  - ii be located so as not to create any adverse noise impacts on the existing developments or sensitive noise receptors such as habitable rooms of residential developments, and

- iii be screened from the public way and adjacent development that may overlook the area.
- h The storage facility must be well lit, easily accessible and on level grade for movement of bins, free of obstructions that may restrict movement and servicing of bins or containers and designed to minimise noise impacts.

### Location requirements for waste storage areas and access

- i Where waste volumes require a common collection, storage and handling area, this is to be located:
  - i for residential fly at buildings, enclosed within a basement or enclosed carpark,
  - ii for multi-unit housing, at ground behind the main building setback and façade, or within a basement or enclosed carpark, and
  - iii for commercial, retail and other development, on-site in basements or at ground level within discrete service areas not visible from main frontages.
- j Where above ground garbage collection is prohibitive or impractical due to limited street frontage, or would create an unsafe environment, an on-site basement storage area must be provided.
- k Where a waste vehicle is required to enter the site, access and circulation areas shall be designed to accommodate Council's current waste contractor vehicles. Designs should conform to Council's current technical standards, any access route for waste collection vehicles and operators is subject to a Section 88B Instrument under the Conveyancing Act for right of access being provided prior to an occupational certificate being issued.

### Service Docks and loading/unloading areas

- l Provide adequate space within any new development for the loading and unloading of service/delivery vehicles.
- m Preferably locate service access off rear lanes, side streets or rights of way.
- n Screen all service doors and loading docks from street frontages and from active overlooking from existing developments.
- o Design circulation and access in accordance with *AS 2890.1*.
- p Fire service and emergency vehicles
- q For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and manoeuvring must be provided to, from and on the site in accordance with the NSW Fire Brigades *Code of Practice - Building Construction* - NSWFB Vehicle Requirements.
- r Generally, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction where:
- s NSW Fire Brigade cannot park their vehicles within the road reserve due to the distance of hydrants from the building or restricted vehicular access to hydrants, or
- t otherwise required by the NSW Fire Brigades *Code of Practice - Building Construction* NSWFB Vehicle Requirements.

## 4.4.7 LANDSCAPING

### 4.4.7.1 Landscape Design

Landscape design includes the planning, design, construction and maintenance of all utility, open space and garden areas. Good landscaping provides breathing space, passive and active recreational opportunities and enhances air quality. It is fundamental to the amenity and quality of outside space for residential areas.

#### OBJECTIVES

- To ensure that the use of potable water for landscaping irrigation is minimised
- To ensure landscaping is integrated into the design of development
- To add value and quality of life for residents and occupants within a development in terms of privacy, outlook, views and recreational opportunities
- To improve stormwater quality and control run-off
- To improve the microclimate and solar performance within the development
- To improve urban air quality and contribute to biodiversity

#### CONTROLS

- a Landscaped areas are to be irrigated with recycled water, where available.
- b Remnant vegetation must be maintained throughout the site wherever practicable.
- c A long-term landscape concept plan must be provided for all landscaped areas, in particular the deep soil landscape zone.

### 4.4.7.2 Planting on Structures

The following controls apply to planting on roof tops or over car park structures, particularly for communal open space required as a component of mixed use or residential development, and in non-residential developments where the landscaping proposed is not on natural ground.

Constraints on the location of car parking structures due to water table conditions may mean that open spaces and courtyards might need to be provided over parking structures. The plants in these areas are grown in total containment with artificial soils, drainage and irrigation and are subject to a range of environmental stresses that affect their health, and ultimately their survival. Quality landscape design and open space amenity relies in part on the quality and health of plants.

#### OBJECTIVES

- To contribute to the quality and amenity of open space on roof tops and internal courtyards
- To encourage the establishment and healthy growth of trees in urban areas
- To minimise the use of potable water for irrigating planting on structures
- To improve the microclimate of the development site

#### CONTROLS

- a Areas with planting on structures are to be irrigated with recycled water, where available.

- b Design for optimum conditions for plant growth by:
- i providing soil depth, soil volume and soil area appropriate to the size of the plants to be established,
  - ii providing appropriate soil conditions and irrigation methods, and
  - iii providing appropriate drainage.
- c Design planters to support the appropriate soil depth and plant selection by:
- i ensuring planter proportions accommodate the largest volume of soil possible and soil depths to ensure tree growth, and
  - ii providing square or rectangular planting areas rather than narrow linear areas.
- d Increase minimum soil depths in accordance with:
- i the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass,
  - ii the level of landscape management, particularly the frequency of irrigation,
  - iii anchorage requirements of large and medium trees, and
  - iv soil type and quality
- e Provide sufficient soil depth and area to allow for plant establishment and growth. The following minimum standards are recommended:

<b>Plant Type</b>	<b>Min Soil Depth</b>	<b>Min soil volume</b>
<b>Large trees (over 8m high)</b>	1.3m	150 m <sup>3</sup>
<b>Medium trees (2m to 8m high)</b>	1.0m	35m <sup>3</sup>
<b>Small trees (up to 2m high)</b>	500mm	n/a
<b>Shrubs and ground cover</b>	800mm	9m <sup>3</sup>

## 4.4.8 HERITAGE ITEMS

Local heritage Items are identified in the Heritage Map in Central Coast LEP 2022. As part of the assessment process, the consent authority must have regard to:

- heritage provisions in Part 5.10 of the Central Coast LEP 2022
- heritage objectives as listed below
- the relevant Statement of Significance for each item
- the development principles and controls contained in this section
- any conservation management plan, heritage impact statement or study required by the consent authority in response to proposed development of these areas, and
- for development that affects a heritage item, information addressing relevant issues must be included in a Statement of Heritage Impact submitted with the development application (DA)
- Development within the curtilage of a listed item, or a heritage conservation area, or which will impact upon the setting of a heritage item or heritage conservation area is also subject to the following provisions. Where there is a discrepancy with general controls elsewhere in the chapter the following objectives and controls are to apply

### OBJECTIVES

- To facilitate the conservation and protection of heritage items and heritage conservation areas and their settings.
- To reinforce the special attributes and qualities of heritage items by ensuring that development has regard to the fabric and prevailing character of the item or special area e.g., scale, proportions, materials and finishes.
- To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance.

### Conservation Criteria

For sites in the vicinity of heritage items an assessment of the impact of the proposal on the setting of nearby heritage items is to be undertaken.

Relevant criteria to be considered will vary for each proposal depending on the nature of development, the proximity of the development to surrounding heritage items as well as other factors. For this reason, each proposal will need to be considered on a case by case basis using the following general principles:

- a **Scale.** The scale and bulk of any new building or work must be in scale with the original building and new development must not obstruct important views or vistas of the item. Where this is not feasible, sufficient curtilage around the heritage item must be included to assist interpretation of its heritage significance.
- b **Siting.** If the existing street façade of the building is sympathetic to the character of the street, then alteration must be avoided. New work is best located to the rear or side of the building.
- c **Architectural form.** The basic architectural form of any new work needs to respect what exists. Issues to consider are the roof form, proportion and location of windows and doors.



- d **Architectural detailing.** It is important to be aware of the particular era and architectural style of the building or buildings and make sure that any proposed changes are contextual to the period. For example, it is not appropriate to mix Victorian features with a California Bungalow. Overuse of historical architectural features on new work should be avoided, with preference given to uncomplicated interpretive forms and detailing.
- e **Materials and finishes.** Reuse existing materials where possible. New materials and detailing must be compatible with the original and consideration must be given to the colour, texture and type of materials and finishes.
- f **Use.** The best use for a building is usually the one for which it is built. Where this is not possible, a use sympathetic to the layout of the building and requiring minimal alterations will be more compatible.
- g **Original fabric.** It is important to minimise alterations to the original fabric and where possible, repair rather than replace individual elements, such as windows and doors.
- h **The ageing process.** The patina of age on a building adds much to its character and significance. A worn step for example demonstrates the many years of feet crossing a threshold. Such features add to the uniqueness and character of a place and must be retained wherever this does not present a public safety risk.
- i **Curtilage.** There are three types of heritage curtilage:
  - i Lot boundary. The lot boundary is the most common type of curtilage. It may contain associated buildings, gardens, walls, fences and the like which contribute to the significance of the property. The majority of built items in Gosford are listed within their lot boundary curtilage.
  - ii Reduced curtilage. This curtilage is less than the lot boundary of the property and it arises where the significance of the item and its interpretation is not dependant on having a large curtilage extending to a lot boundary. In such cases, it is necessary to identify a curtilage that enables the heritage significance of the item to be retained.
  - iii Expanded curtilage. This curtilage is greater than the property boundary. An expanded curtilage may be required to protect that landscape setting or visual catchment of an item. For example, the significance of some properties includes a visual link between the property itself and a harbour, river or topographical feature.
- j **Infill development.** The key to successful infill development adjacent to a heritage item is reflected in design where the infill is of similar mass and character to the adjacent heritage building/s. This may comprise use of the vertical (versus square) windows, verandahs, balconies, positive roof pitches (i.e. 25 to 35 degrees) and general facade detailing. Buildings and landscaping may establish a character of an area and provides a sense of continuity and a recognised community value. Unsympathetic infill will disrupt the unity of a group of buildings and may spoil the existing character. Architectural 'good manners' are important in areas of special character. An infill building must not precisely imitate its neighbour but use recognisable tools such as massing, scale, setback and orientation, detailing and materials, roof forms and coursing lines to complement adjacent heritage items.

k

## CONTROLS

### Gosford Public School and Former School of Arts Building

- a Prior to development of the Gosford Public School, the Department of Education and Training should be consulted to confirm the status and management of any heritage items/structures listed on the Department's Section 170 Register.
- b The assessment and management of the stone footings of the former Police Superintendent's House (adjacent to the Former School of Arts building) shall be considered prior to excavation.
- c The significance and treatment of existing trees within the School shall be assessed by an arboriculturist experienced in the assessment and management of culturally significant landscapes.
- d Where new development proposes demolition of the Former School of Arts building, the applicant must:
  - i demonstrate that it is commercially and/or physically unviable to integrate the Former School of Arts building into the new development,
  - ii demonstrate that reasonable alternatives which might have less adverse impacts have been considered, and
  - iii prepare a heritage interpretation plan which outlines the interpretation measures that will be implemented.

### Avenue and Feature Trees - Grahame Park

- e New development shall consider and mitigate the heritage impacts to the Avenue and Feature Trees - Grahame Park.
- f Prior to development proceeding, arboricultural advice should be sought to confirm the age and condition of the individual Canary Island palms, and where relevant, set out the measures required to be implemented during construction works to ensure their protection and succession planting.
- g New landscaping adjacent to the Avenue and Feature Trees - Grahame Park should use Canary Island Palms, where appropriate to reinforce the established landscape character and integrate the gateway to the Gosford Waterfront with adjacent development zones.

### Gosford City Council Memorial Park

- h Prior to development proceeding, a conservation management plan shall be prepared to:
  - i provide guidance for future memorials within the park
  - ii ensure the primacy of the early and dominant memorials is not lost
  - iii provide guidance for heritage interpretation
- i Prior to development proceeding, vegetation within Memorial Park shall be assessed by an arboriculturist experienced in heritage conservation practice to determine its cultural significance and condition and potential for relocation.
- j Future developments within and adjacent to Memorial Park shall consider impacts on views across and from the Park to the water.
- k Views to Memorial Park from Mann Street should generally be protected.

- l Access to an open eastern sky at dawn on Anzac Day should be retained and, where possible, enhanced.
- m Principal stakeholders in the Memorial Park including the Returned & Services League (RSL) should be consulted on proposals for the future management and any proposed change to the place.

### Rotary Club's Fountain and Garden - Original Wharf Location

- n Prior to redevelopment of the Gosford Waterfront proceeding in accordance with the Urban Structure Plan at Figure 2:
  - i an archaeological assessment shall be prepared to confirm the archaeological potential of the site and determine the location of the earlier shoreline and the site of the original wharf,
  - ii the relevant excavation permits or exceptions shall be obtained as necessary under section 139 of the Heritage Act, and
  - iii a Heritage Interpretation Strategy or Plan shall be prepared to guide interpretation of the cultural significance of the site and management of the existing commemorative information, artefacts and time capsule. Any such plan may be incorporated into a comprehensive interpretation plan including other sites.

### Gosford Wharf

- o Prior to redevelopment of the Gosford Breakwater proceeding in accordance with the Urban Structure Plan at Figure 2, a maritime archaeological assessment shall be prepared that evaluates the significance of the existing structure. Where relevant, the assessment shall outline the measures required to be implemented to manage any identified relics.

### Signage

- p In the event of any inconsistency between the provisions relating to signs on heritage items and the other provisions of this Section, the provisions of this Section are to take precedence.
- q All signs on a heritage item are to be:
  - i restrained in design,
  - ii of a high standard of materials, construction and graphics, and
  - iii carefully placed and of compatible design and style with appropriate lettering.
- r Any application for a sign on a heritage item must include a Signs Strategy that takes into account existing and proposed signs for the building and the policies and recommendations of any Conservation Management Plan.
- s Any sign proposed for a heritage item is to be consistent with the recommendations of an approved Signs Strategy forming part of a development consent or an adopted Development applying to the heritage item.
- t Signs between the first-floor level and the parapet of a heritage item are not permissible.
- u Internally illuminated signs are not permitted on a heritage item unless they are a reconstruction of an original significant sign.
- v Externally illuminated signs are permitted only where:
  - i the design of the sign achieves a very high degree of compatibility with the heritage item, and

- ii the cabling and conduit supplying power to the sign is completely concealed and does not involve intervention in or damage to significant fabric.
- w Existing signs on a heritage item may have heritage value and may need to be retained. As well as signs that are applied to the building, existing signs may include many other more intrinsic sign types, such as written in the pavement, in tilework, in leadlighting or windows, painted on walls or in raised lettering in render. Any new signs are to be designed and installed sympathetically with regard to existing signs. In cases this may result in the potential locations for new signs being restricted or unavailable.
- x The installation of any sign on a heritage item is to be carried out in a reversible manner without damage to the significant fabric. In the case of a sign affixed to any stone or brick wall of a heritage item the sign is to be fixed in such a way that stone is not damaged and any fixings are put only onto mortar joints. The consent authority shall have regard to the name of a heritage item and whether or not the name is significant before allowing its building name sign to be changed. On some buildings this may mean that the building name may not be changed.