



Central Coast Council  
Business Paper  
ORDINARY COUNCIL MEETING  
**12 November 2018**





# COMMUNITY STRATEGIC PLAN 2018-2028

**ONE – CENTRAL COAST IS THE COMMUNITY STRATEGIC PLAN (CSP) FOR THE CENTRAL COAST LOCAL GOVERNMENT AREA**

**ONE – CENTRAL COAST DEFINES THE COMMUNITY'S VISION AND IS OUR ROADMAP FOR THE FUTURE**

**ONE – CENTRAL COAST BRINGS TOGETHER EXTENSIVE COMMUNITY FEEDBACK TO SET KEY DIRECTIONS AND PRIORITIES**

One - Central Coast will shape and inform Council's business activities, future plans, services and expenditure. Where actions are the responsibility of other organisations, sectors and groups to deliver, Council will work with key partners to advocate on behalf of our community.

Ultimately, every one of us who live on the Central Coast has an opportunity and responsibility to create a sustainable future from which we can all benefit. Working together we can make a difference.

## RESPONSIBLE

**WE'RE A RESPONSIBLE COUNCIL AND COMMUNITY, COMMITTED TO BUILDING STRONG RELATIONSHIPS AND DELIVERING A GREAT CUSTOMER EXPERIENCE IN ALL OUR INTERACTIONS.** We value transparent and meaningful

communication and use community feedback to drive strategic decision making and expenditure, particularly around the delivery of essential infrastructure projects that increase the safety, liveability and sustainability of our region. We're taking a strategic approach to ensure our planning and development processes are sustainable and accessible and are designed to preserve the unique character of the coast.



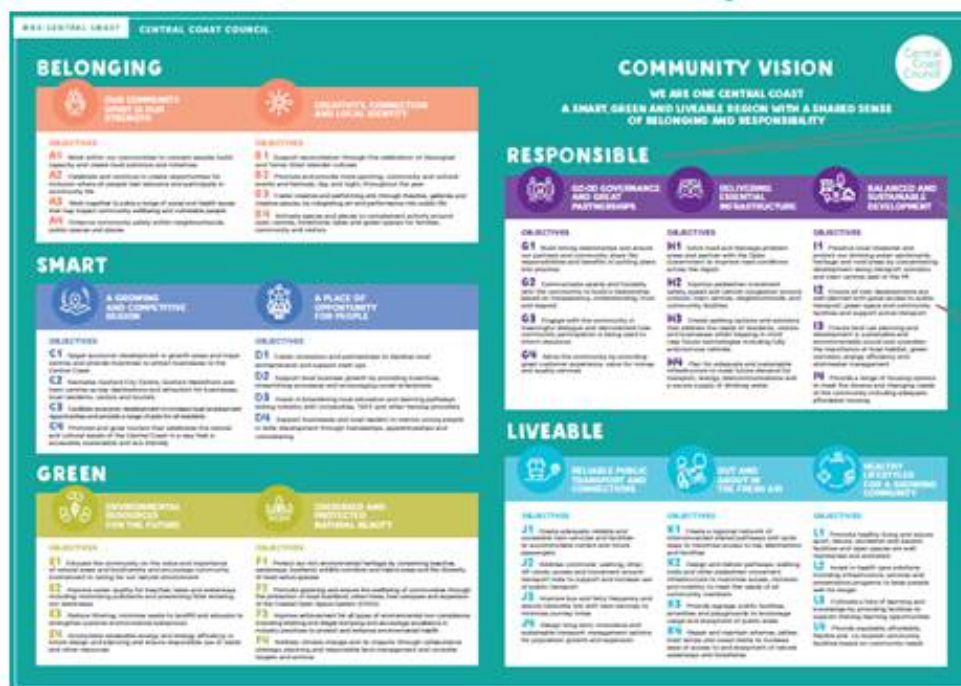
**Good governance and great partnerships**

**G2** Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect

There are 5 themes, 12 focus areas and 48 objectives

### COMMUNITY STRATEGIC PLAN 2018-2028 FRAMEWORK

All council reports contained within the Business Paper are now aligned to the Community Strategic Plan. Each report will contain a cross reference to a Theme, Focus Area and Objective within the framework of the Plan.



Theme

Focus Area

Objective

# Meeting Notice

**The Ordinary Meeting  
of Central Coast Council  
will be held in the Council Chamber,  
Level 1, 49 Mann Street, Gosford on  
Monday 12 November 2018 at 6.30 pm,  
for the transaction of the business listed below:**

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Gary Murphy  
**Chief Executive Officer**

**Item No:** 1.1  
**Title:** Disclosure of Interest  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13368116

Chapter 14 of the *Local Government Act 1993* ("LG Act") regulates the way in which the councillors and relevant staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public functions.

Section 451 of the LG Act states:

- (1) *A councillor or a member of a council committee who has a pecuniary interest in any matter with which the council is concerned and who is present at a meeting of the council or committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.*
- (2) *The councillor or member must not be present at, or in sight of, the meeting of the council or committee:*
  - (a) *at any time during which the matter is being considered or discussed by the council or committee, or*
  - (b) *at any time during which the council or committee is voting on any question in relation to the matter.*
- (3) *For the removal of doubt, a councillor or a member of a council committee is not prevented by this section from being present at and taking part in a meeting at which a matter is being considered, or from voting on the matter, merely because the councillor or member has an interest in the matter of a kind referred to in section 448.*
- (4) *Subsections (1) and (2) do not apply to a councillor who has a pecuniary interest in a matter that is being considered at a meeting, if:*
  - (a) *the matter is a proposal relating to:*
    - (i) *the making of a principal environmental planning instrument applying to the whole or a significant part of the council's area, or*
    - (ii) *the amendment, alteration or repeal of an environmental planning instrument where the amendment, alteration or repeal applies to the whole or a significant part of the council's area, and*
  - (a1) *the pecuniary interest arises only because of an interest of the councillor in the councillor's principal place of residence or an interest of another person*

## 1.1 Disclosure of Interest (contd)

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*(whose interests are relevant under section 443) in that person's principal place of residence, and*

- (b) the councillor made a special disclosure under this section in relation to the interest before the commencement of the meeting.*
- (5) The special disclosure of the pecuniary interest must, as soon as practicable after the disclosure is made, be laid on the table at a meeting of the council and must:*
  - (a) be in the form prescribed by the regulations, and*
  - (b) contain the information required by the regulations.*

Further, the Code of Conduct adopted by Council applies to all councillors and staff. The Code relevantly provides that if a councillor or staff have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed as well as providing for a number of ways in which a non-pecuniary conflicts of interests might be managed.

### **Recommendation**

***That Council now disclose any conflicts of interest in matters under consideration by Council at this meeting.***

### **Attachments**

Nil

**Item No:** 1.2  
**Title:** Confirmation of Minutes of Previous Meetings  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13368124



### **Summary**

Confirmation of minutes of the Ordinary Meeting of the Council held on 29 October 2018.

A motion or discussion with respect to the Minutes is not order except with regard to their accuracy as a true record of the proceedings.

### **Recommendation**

***That Council confirm the minutes of the Ordinary Meeting of the Council held on 29 October 2018.***

### **Attachments**

**1** MINUTES - Ordinary Meeting - 29 October 2018      D13369335



**Central Coast Council**

**Minutes of the  
Ordinary Meeting of Council**

**Held in the Council Chamber**

**2 Hely Street, Wyong**

**on 29 October 2018**

**Commencing at 6.30PM**

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**Present**

Mayor Jane Smith and Councillors Greg Best, Jillian Hogan, Doug Vincent, Chris Burke, Louise Greenaway, Kyle McGregor, Bruce McLachlan, Jilly Pilon, Lisa Matthews, Jeff Sundstrom, Rebecca Gale Collins, Chris Holstein, Troy Marquart and Richard Mehrtens.

**In Attendance**

Gary Murphy (Chief Executive Officer), Boris Bolgoff (Acting Director Assets, Infrastructure and Business), Julie Vaughan (Director Connected Communities), Scott Cox (Director Environment and Planning) and Shane Sullivan (Acting Executive Manager Governance).

The Mayor, Jane Smith, declared the meeting open at 6.31pm and advised in accordance with the Code of Meeting Practice that the meeting is being recorded.

The Mayor, Jane Smith read an acknowledgement of country statement.

At the commencement of the ordinary meeting report no's 2.1, 2.2, 2.3, 2.4, 2.5, 3.6, 3.9, 4.2, 4.7, 6.1, 6.2 and 7.1 were dealt with first then the remaining reports in order. However for the sake of clarity the reports are recorded in their correct agenda sequence.

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**1.1 Disclosure of Interest**

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**2.3 DA/135/2017 – Transitional Group Home for the purposes of Drug and Alcohol Rehabilitation including Demolition of Existing Structures – Supplementary Report**

Councillor Gale Collins declared a less than significant non pecuniary interest in the matter as she is acquainted with some residents in the Ourimbah area. Councillor Gale Collins chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

Councillor Greenaway declared a pecuniary interest in the matter as she received a reportable donation from one of the affected residents pursuant to Section 86 of the Electoral Funding and Disclosures Act 1981. Additionally, amongst the over 200 objectors to this DA are people she has socialised with or who have made non reportable donations and/or have volunteered during her campaign. Councillor Greenaway left the chamber at 7.07pm, returning at 7.23pm and did not participate in discussion and voting.

**2.5 DA/288/2018 - Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head**

Councillor Best declared a significant non-pecuniary interest in the matter as he lives in Norah Head and has interests in very close proximity to this particular application. Councillor Best left the chamber at 7.24pm, returning at 8.02pm and did not participate in discussion and voting.

**2.6 DA/866/2018 - 2 Lot Subdivision of Existing Dual Occupancy at 2 Keats Ave, Bateau Bay**

Councillor Greenaway declared a pecuniary interest in the matter as the property is 600m (approx.) from the property she owns, so may give rise to a perception of bias. Councillor Greenaway left the chamber at 10.44pm, returning at 10.47pm and did not participate in discussion and voting.

**3.6 EDSACC South Amenities Rebuild**

Councillor Greenaway declared a less than significant non pecuniary interest in the matter as her children play sport at the facility on occasion and use these amenities. Councillor Greenaway chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

**4.7 DA/44/2018 –Demolition works and the Construction of a Residential Flat Building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley**

Councillor MacGregor declared a significant non-pecuniary interest in the matter as he is a member of the Joint Regional Planning Panel. Councillor MacGregor left the chamber at 8.14pm, returning at 8.46pm, and did not participate in discussion and voting.

Councillor Burke declared a pecuniary interest in the matter as he is a member of the Joint Regional Planning Panel. Councillor Burke left the chamber at 8.14pm, returning at 8.46pm, and did not participate in discussion and voting.

## 6.2 Notice of Motion - Ratepayers Right to Address Chambers

Councillor Matthews declared a less than significant non pecuniary interest in the matter as she is a current financial member of the Racecourse. Councillor Matthews chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

## 7.1 Rescission Motion - Draft Aviation HUB

Mayor Smith declared a less than significant non pecuniary interest in the matter as she was a former member of the Community Environment Network (CEN) who may have made submissions related to the matter. Mayor Smith chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

**Moved:** **Councillor Gale Collins**

**Seconded:** **Councillor Sundstrom**

**Resolved**

**1092/18 That Council receive the report on Disclosure of Interest and note advice of disclosures.**

**For:**

**Unanimous**

## Procedural Motion – Address by Invited Speakers

**Moved:** **Councillor Vincent**

**Seconded:** **Councillor MacGregor**

**Resolved**

**1093/18 That Council invite the following speakers to address Council:**

SPEAKERS	REPORT
Lisa Wrightson <b>Against</b> the recommendation	Item 2.1 – Proposed Rezoning of Dooralong Public School Site
Ray Hyslop <b>Against</b> the recommendation	Item 2.2 – Modification to DA/967/2013 – 405 Lot Subdivision at 85 Kanangra Drive Crangan Bay

SPEAKERS	REPORT
Adam Crampton <b>Against</b> the recommendation	Item 2.3 – DA/135/2017 – Transitional Group Home for the purposes of Drug and Alcohol Rehabilitation including Demolition of Existing Structures – Supplementary Report
Gary Chestnut <b>For</b> the recommendation	Item 2.3 – DA/135/2017 – Transitional Group Home for the purposes of Drug and Alcohol Rehabilitation including Demolition of Existing Structures – Supplementary Report
Bernard Bourke <b>Against</b> the recommendation	Item 2.3 – DA/135/2017 – Transitional Group Home for the purposes of Drug and Alcohol Rehabilitation including Demolition of Existing Structures – Supplementary Report
Konrad Grinlaubs <b>For</b> the Recommendation	Item 2.5 – DA/288/2018 – Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head
Chris Lane <b>Against</b> the Recommendation	Item 2.5 – DA/288/2018 – Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head – Speaker Withdrew
Noel Honeybrook <b>Against</b> the Recommendation	Item 2.5 – DA/288/2018 - Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head
Mick Hart <b>Against</b> the Recommendation	Item 2.5 – DA/288/2018 - Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head
Helen Lane <b>Against</b> the Recommendation	Item 2.5 – DA/288/2018 - Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head
Riley Sohier <b>For</b> the Recommendation	Item 3.6 – EDSACC South Amenities Rebuild - Speaker Withdrew
Ray Hyslop <b>For</b> the Recommendation	Item 3.9 – Response to Notice of Motion – Gwandalan Playground
Riley Sohier <b>Against</b> the Recommendation	Item 4.2 – Sportsground Fees and Charges – Speaker Withdrew

SPEAKERS	REPORT
Kirsty Tepper <b>For</b> the Recommendation	Item 4.7 – DA/44/2018 –Demolition works and the Construction of a Residential Flat Building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley
Donald Proctor <b>For</b> the Recommendation	Item 4.7 – DA/44/2018 -Demolition works and the Construction of a Residential Flat Building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley
Gary Blaschke	Item 5.5 – Response to Question on Notice – Riggs on the Horizon
Patrick Aiken <b>For</b> the Recommendation	Item 6.1 - Notice of Motion - Ratepayers Right to Address Chambers
Anthony Bliim <b>For</b> the Recommendation	Item 6.2 - Notice of Motion - Baker Park and Race Course Master Plan
John Codrington <b>For</b> the Recommendation	Item 7.1 – Rescission Motion - Draft Aviation Hub

**For:**  
**Unanimous**

***Procedural Motion – Suspension of Standing Orders***

**Moved:**            **Councillor Gale Collins**  
**Seconded:**      **Councillor Vincent**

***Resolved***

**1094/18    That Council suspend standing orders and consider items 2.1, 2.2, 2.3, 2.5, 3.6, 3.9, 4.2, 4.7, 6.1, 6.2 and 7.1 after each speaker address and then the remaining items in agenda sequence.**

**For:**  
**Unanimous**

**1.2 Confirmation of Minutes of Previous Meetings**

**Moved:** Councillor Holstein  
**Seconded:** Councillor Gale Collins

**Resolved**

**1095/18 That Council confirm the minutes of the Ordinary Meeting of the Council held on 8 October 2018 with the following amendment;**

**Item 6.4 – Notice of Motion - Central Coast Dredging**

**1096/18 That Council work with the NSW Government on a long term dredging plan, for the maintenance of the channel.**

**For:**  
**Unanimous**

**Procedural Motion – Exception**

**Moved:** Councillor Holstein  
**Seconded:** Councillor MacGregor

**Resolved**

**1097/18 That with the exception of the following reports, Council adopt the recommendations contained in the remaining reports:**

Item 2.6 - DA/866/2018 – 2 lot subdivision of existing dual occupancy at 2 Keats Ave, Bateau Bay
Item 3.6 - EDSACC South Amenities Rebuild
Item 3.7 - Funding for Amended Tree Policy
Item 3.8 - Gosford CBD Car Parking
Item 3.11 - Response to Notice of Motion – Pelican feeding, Potential for Upgrades and Opportunities
Item 6.4 – Notice of Motion – Animal Behaviour Education Programs

**1098/18 That Council adopt the following items en-masse and in accordance with the report recommendations:**

Item 1.4 – Mayoral Minute - Protection of the Environment Trust (POET) Committee
Item 2.4 - DA/1368/2017 - Proposed Dwelling House and Demolition of the existing dwelling at 21 Elizabeth Drive, Noraville
Item 3.1 - Fire Safety Report at 12 Gibbens Road West Gosford
Item 3.2 - Fire Safety Report at 75 Pile Road, Somersby
Item 3.3 - Fire Safety Inspection Report for Materials Recycling Facility at 95 Wisemans Ferry Road Somersby
Item 3.4 - Fire Safety Inspection Report for Residential Flat Building at No. 71

Faunce Street West Gosford
Item 3.5 - Fire Safety Inspection Report for Residential Flat Building at 51 - 53 Hills Street, North Gosford
Item 3.13 - Response to Notice of Motion - Parking Fines
Item 4.1 - Meeting Record of the Heritage Advisory Committee held on 5 September 2018
Item 4.3 - Pecuniary Interest Disclosure Returns 2017-2018
Item 4.4 - Investment Report for September 2018
Item 4.5 - Grant Funding Update as at October 2018
Item 4.6 - 2018/19 Capital Works Project Status
Item 8.1 - Meeting Record of the Crown Land Negotiation Program Committee held on 12 September 2018

**1099/18 That Council defer the following items to the Ordinary Meeting to be held 12 November 2018:**

Item 3.10 - Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities
Item 3.12 - Response to Notice of Motion - Disability Precinct
Item 3.14 - Response to Notice of Motion - Council Bans Cats
Item 6.3 - Notice of Motion - Abandoned Vehicle App

Note: Item 4.2 – Sportsground Fees and Charges was also deferred by way of Council resolution.

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**For:  
Unanimous**

**1.4 Mayoral Minute - Protection of the Environment Trust (POET) Committee**

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** Councillor Holstein  
**Seconded:** Councillor MacGregor

**Resolved**

**1100/18 That Council as Trustee of the Protection of the Environment Trust resolve to release POET funds of \$11,000 to the MacMasters Beach Bushcare Group within 7 days of this meeting as authorised by the POET Management Committee on 22 January 2017, 16 March 2017 and again on 5 June 2018.**

**For:**  
**Unanimous**

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**2.1 Proposed Rezoning of Dooralong Public School Site**

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Lisa Wrightson addressed Council at 6.39pm.

Councillor MacGregor left the chamber at 6.44pm, returning at 6.47pm and did not participate in discussion and voting.

Councillor Matthews left the chamber at 6.44pm, returning at 6.47pm and did not participate in discussion and voting.

**Moved:** Councillor Best  
**Seconded:** Mayor Smith

**Resolved**

**1101/18 That Council resolve to not support the making of a Planning Proposal for Gateway Determination, to rezone Lots 218 and 219, DP 755271, No. 1046 Dooralong Road, Dooralong, to RU5 Village under Wyong Local Environmental Plan 2013, for the following reasons:**

- a) The proposed amendment to Wyong Local Environmental Plan 2013 fails to meet the Strategic Merit Test for a planning proposal, in that:**
  - The planning proposal is inconsistent with Actions 8.1, 8.2, 12.1 and 12.5 within the Central Coast Regional Plan 2036;**
  - The school site is not the preferred site for a future hamlet/village in the Dooralong Valley as identified in Central Coast Rural Lands Strategy – Northern Lands;**
- b) The proposed amendment to Wyong Local Environmental Plan 2013 fails to meet the Site Specific Merit Test for a planning proposal, in that:**
  - The planning proposal to rezone the land would diminish the local prominence and heritage values of the group of school buildings;**

- ***The planning proposal does not incorporate sufficient measures to retain the character of the locality or avoid impacts to environmental values;***
- ***The planning proposal would likely result in substantial clearing and soil disturbance to accommodate bushfire hazard risk mitigation and the installation of on-site sewage management systems to future dwellings;***
- ***The planning proposal would likely result in unacceptable impacts to the Central Coast drinking water catchment; and***
- ***The planning proposal would introduce controls which would likely result in future proposals for more intensive development of the land, requiring substantial clearing and earthworks, and resulting in additional significant impacts to the land, the locality and the drinking water catchment.***

**1102/18** ***That Council advise the Department of Planning and Environment of its decision and be provided with a copy of this report and its resolution in support of the Council's position.***

**1103/18** ***That Council notify the applicant of the Council's determination in accordance with clause 10A of the Environmental Planning and Assessment Regulation 2000.***

**For:**  
**Unanimous**

## **2.2          Modification to DA/967/2013 - 405 Lot Subdivision at 85 Kanangra Drive Crangan Bay**

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Ray Hyslop addressed Council at 6.46pm.

**Moved:**            **Councillor Best**  
**Seconded:**      **Councillor Vincent**

### **Resolved**

**1104/18** ***That Council approve the modification to Development Consent 967/2013 having regard to the matters for consideration detailed in Sections 4.55 and 4.15 of the Environmental Planning and Assessment Act 1979 and other relevant issues including the upgrade of the Pacific Highway/Kanangra Drive intersection is to be undertaken prior to the release of the subdivision certificate for stage 2 of the residential subdivision.***

**1105/18** ***That Council advise those who made written submissions of its decision.***

**1106/18 That Council advise those Government Authorities who made written submissions of Council's decision.**

**For:**

**Unanimous**

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**2.3 DA/135/2017 - Transitional Group Home for the purposes of Drug and Alcohol Rehabilitation including Demolition of Existing Structures - Supplementary Report**

---

Councillor Gale Collins declared a less than significant non pecuniary interest in the matter as she is acquainted with some residents in the Ourimbah area. Councillor Gale Collins chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

Councillor Greenaway declared a pecuniary interest in the matter as she received a reportable donation from one of the affected residents pursuant to Section 86 of the Electoral Funding and Disclosures Act 1981. Additionally, amongst the over 200 objectors to this DA are people she has socialised with or who have made non reportable donations and/or have volunteered during her campaign. Councillor Greenaway left the chamber at 7.04pm, returning at 7.23pm and did not participate in discussion and voting.

Adam Crampton addressed Council at 7.07pm.

Gary Chestnut addressed Council at 7.10pm.

Bernard Bourke addressed Council at 7.13pm.

**Moved: Councillor MacGregor**  
**Seconded: Councillor Gale Collins**

**Resolved**

**1107/18 That Council refuse development application 135/2017 having regard to the matters for consideration detailed in Section 4.15 of the Environmental Planning and Assessment Act 1979 and other relevant issues for the following reasons:**

- a Insufficient information has been submitted to satisfy Council that the development will have adequate sewer servicing in accordance with the provisions of Clause 7.9 of the Wyong Local Environmental Plan 2013.**
- b The information accompanying the application has not demonstrated that the soil types on the site are suitable for the proposed onsite sewer management system.**

- c     *The information accompanying the application has not demonstrated that the site topography and land application area (including size, location and batters) will not adversely impact on adjoining properties and the downslope Endangered Ecological Community and watercourse.***
- d     *The proposed onsite sewage management system is contrary to the objectives of Wyong Development Control Plan 2013 Chapter 3.8 On-Site Effluent Disposal in Non Sewered Areas, to minimise any adverse impacts on the amenity of the subject site and other land in the vicinity of the site.***
- e     *A suitable wastewater solution for the site which meets the requirements of AS1547:2012 Onsite domestic wastewater management and Department of Local Government Environment and Health Protection Guidelines Onsite Sewage Management for Single Households (1998) has not been provided and is therefore not in the public interest.***
- f     *The site is highly constrained for onsite sewage management and the available land area is not suitable for a commercial volume of effluent from the proposed development.***
- g     *The site is not considered suitable for the proposed on-site sewage management system due to the existing site constraints including soil characteristics, the land application area, the site topography and the potential impacts on the existing vegetation and watercourse.***

**1108/18     *That Council advise those Government Authorities who made a submission of its decision.***

**1109/18     *That Council advise those who made written submissions of its decision.***

***For:***

***Mayor Smith and Councillors Marquart,  
Holstein, Sundstrom, Gale Collins,  
Matthews, MacGregor, Pilon, McLachlan,  
Burke, Vincent and Best***

***Abstained:***

***Councillors Mehrtens and Hogan***

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**2.4           DA/1368/2017 - Proposed Dwelling House and Demolition of the existing dwelling at 21 Elizabeth Drive, Noraville**

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Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:**            **Councillor Holstein**  
**Seconded:**       **Councillor MacGregor**

**Resolved**

**1110/18    That Council grant consent subject to the conditions detailed in the schedule attached to the report and having regard to the matters for consideration detailed in Section 4.15 of the Environmental Planning and Assessment Act 1979 and other relevant issues.**

**1111/18    That Council advise those who made written submissions of its decision.**

**For:**  
**Unanimous**

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**2.5            DA/288/2018 - Proposed Short Term Rental Accommodation at 18 Soldiers Point Drive, Norah Head**

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Councillor Best declared a significant non-pecuniary interest in the matter as he lives in Norah Head and has interests in very close proximity to this particular application. Councillor Best left the chamber at 7.24pm, returning at 8.00pm and did not participate in discussion and voting.

Konrad Grinlaubs addressed Council at 7.24pm.

Helen Lane addressed Council at 7.28pm.

Noel Honeybrook addressed Council at 7.32pm.

Mick Hart addressed Council at 7.35pm.

**Moved:**            **Councillor Sundstrom**  
**Seconded:**       **Councillor MacGregor**

**Resolved**

**1112/18    That Council defer this item pending a site inspection for Councillors within the next month.**

**For:**  
**Mayor Smith and Councillors Holstein, Mehrtens, Sundstrom, Gale Collins, Matthews, MacGregor, McLachlan, Greenaway, Burke, Vincent and Hogan**

**Against:**  
**Councillors Marquart and Pilon**

**2.6 DA/866/2018 - 2 Lot Subdivision of Existing Dual Occupancy at 2 Keats Ave, Bateau Bay**

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Councillor Greenaway declared a pecuniary interest in the matter as the property is 600m (approx.) from the property she owns, so may give rise to a perception of bias. Councillor Greenaway left the chamber at 10.44pm, returning at 10.47pm and did not participate in discussion and voting.

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** Councillor Holstein

**Seconded:** Councillor MacGregor

**Resolved**

**1113/18 That Council grant consent subject to the conditions detailed in the schedule attached to the report and having regard to the matters for consideration detailed in section 4.15 of the Environmental Planning and Assessment Act 1979 and other relevant issues.**

**1114/18 That Council assume the concurrence of the Secretary of the Department of Planning and Environment in accordance with the written notification of assumed concurrence issued under clause 64 of the Environmental Planning and Assessment Regulation 2000.**

**For:**

**Unanimous**

**3.1 Fire Safety Report at 12 Gibbens Road West Gosford**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** Councillor Holstein

**Seconded:** Councillor MacGregor

**Resolved**

**1115/18 That Council note the result of the site inspection carried out on the 23 August 2018.**

- 1116/18** *That Council resolve to exercise its power to issue an Order 1 under Part 2 of Schedule 5 of the Environmental Planning and Assessment Act 1979 with respect to the matters as raised within the fire safety inspection report received from Fire and Rescue NSW;*
- 1117/18** *That Council give notice of its determination to the Commissioner of Fire and Rescue NSW.*

**For:**

**Unanimous**

### **3.2 Fire Safety Report at 75 Pile Road, Somersby**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**

**Seconded:** **Councillor MacGregor**

**Resolved**

- 1118/18** *That Council note the result of the site inspection carried out on the 23 August 2018;*
- 1119/18** *That Council resolve to exercise its power to issue an Order 1 under Part 2 of Schedule 5 of the Environmental Planning and Assessment Act 1979 with respect to the matters as raised within the fire safety inspection report received from Fire and Rescue NSW;*
- 1120/18** *That Council give notice of its determination to the Commissioner of Fire and Rescue NSW.*

**For:**

**Unanimous**

### **3.3 Fire Safety Inspection Report for Materials Recycling Facility at 95 Wisemans Ferry Road Somersby**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** Councillor Holstein  
**Seconded:** Councillor MacGregor

**Resolved**

- 1121/18 That Council note the result of the site inspection carried out on the 23 August 2018;**
- 1122/18 That Council resolve to exercise its power to issue an Order 1 under Part 2 of Schedule 5 of the Environmental Planning and Assessment Act 1979 with respect to the matters as raised within the fire safety inspection report received from Fire and Rescue NSW;**
- 1123/18 That Council give notice of its determination to the Commissioner of Fire and Rescue NSW.**

**For:**  
**Unanimous**

**3.4 Fire Safety Inspection Report for Residential Flat Building at No. 71 Faunce Street West Gosford**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** Councillor Holstein  
**Seconded:** Councillor MacGregor

**Resolved**

- 1124/18 That Council note the content of the Fire Safety Report from Fire and Rescue NSW (attached), in accordance with 17(2)(a) of Part 8 of Schedule 5 of the Environmental Planning and Assessment Act (EP&A Act) 1979; and**
- 1125/18 That Council receive a further report to be provided to the next Council meeting in accordance with 17(2)(b) of Part 8 of Schedule 5 of the Environmental Planning and Assessment Act (EP&A Act) 1979.**

**For:**  
**Unanimous**

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**3.5 Fire Safety Inspection Report for Residential Flat Building at 51 - 53 Hills Street, North Gosford**

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Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**  
**Seconded:** **Councillor MacGregor**  
**Resolved**

**1126/18 That Council note the content of the Fire Safety Report from Fire and Rescue NSW (attached), in accordance with 17(2)(a) of Part 8 of Schedule 5 of the Environmental Planning and Assessment Act (EP&A Act) 1979; and**

**1127/18 That Council receive a further report to be provided to the next Council meeting in accordance with 17(2)(b) of Part 8 of Schedule 5 of the EP&A Act 1979.**

**For:**  
**Unanimous**

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**3.6 EDSACC South Amenities Rebuild**

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Councillor Greenaway declared a less than significant non pecuniary interest in the matter as her children play sport at the facility on occasion and use these amenities. Councillor Greenaway chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**  
**Seconded:** **Councillor MacGregor**

**Resolved**

**1128/18 That Council approve additional funding of \$1,110,272 to the 2018/19 Capital Works Program, which is funded by insurance proceeds, to enable the release of the Request for Tender for the rebuilding of the EDSACC South Amenities Building.**

**For:**  
**Unanimous**

**3.7 Funding for Amended Tree Policy**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor MacGregor**

**Seconded:** **Councillor Greenaway**

**Resolved**

**1129/18 That Council receive and note the report.**

**For:**

**Mayor Smith and Councillors Marquart,  
Holstein, Mehrrens, Sundstrom, MacGregor,  
Pilon, McLachlan, Greenaway, Burke,  
Vincent and Hogan**

**Against:**

**Councillor Best**

**3.8 Gosford CBD Car Parking**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**

**Seconded:** **Councillor Marquart**

**Resolved**

**1130/18 That Council receive and note the report in relation to Gosford CBD Car Parking.**

**1131/18 That Council approves the allocation of \$1,400,272 from the current 2018/19 capital works budget from Adcock Park redevelopment to 10 Racecourse Road (180 spaces).**

**1132/18 That Council request the Chief Executive Officer arrange for line marking of the existing loop road in Adcock Park to maximise the parking spaces in the area prior to the delivery of the masterplan works in the precinct.**

**1133/18 That Council implement Strategy Item #4 – Park and Ride (Bus) scheme for a 6 month period at no charge to the public and undertake a review after 6 months of operation.**

- 1134/18 That Council undertake a Communication/Promotional Strategy to promote Park and Ride bus initiative.**
- 1135/18 That Council request the Chief Executive Officer arrange for monitoring of the ongoing usage of the bus and parking initiative.**
- 1136/18 That Council give the above actions priority and implement as soon as possible.**
- 1137/18 That Council request the Chief Executive Officer, on agreement with Central Coast Area Health seek to utilise the current Showground (300 parking spaces) site.**
- 1138/18 That Council request the Chief Executive Officer seeks urgent discussions with State funding bodies to fund and partner with Council to undertake the civil design and construction of the short term car parking options as detailed in Confidential Attachment 1 – Strategy Item #3 – Construct Short Term Car Parks.**
- 1139/18 That Council endorse further investigations into the construction of new car parking stations as detailed in Confidential Attachment 2 – Strategy Item #11 – Construct New Car Park Stations.**
- 1140/18 That Council resolve, pursuant to s.11(3) of the Local Government Act 1993, that all the confidential attachments to this report remain confidential, as the information in those attachments would, if disclosed, confer a commercial advantage on a person with whom the Council proposes to conduct business with.**

**For:**  
**Mayor Smith and Councillors Marquart, Holstein, Mehrtens, Sundstrom, MacGregor, Pilon, McLachlan, Burke, Vincent, Hogan and Best**

**Against:**  
**Councillor Greenaway**

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### **3.9 Response to Notice of Motion - Gwandalan Playground**

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Ray Hyslop addressed Council at 8.04pm.

**Moved: Mayor Smith**  
**Seconded: Councillor Vincent**

**Resolved**

- 1141/18 That Council receive and note the report on Response to Notice of Motion-Gwandalan Playground.**

- 1142/18** *That Council request the Chief Executive Officer report back to Council by the end of February 2019 on the feasibility, design, timing and cost for a District Level Play Space at Tunkuwallin Oval, Gwandalan including staging the project to deliver a park/play space as part of the first stage.*
- 1143/18** *That Council request the Chief Executive Officer continue to investigate the following options:*
- a) Securing the minimum area for a pocket playground in the new subdivision.*
  - b) Negotiating an agreement with the Department of Education for a playground connected to the school grounds opposite the development.*
  - c) Impacts and constraints of the site referred to as the South Eastern Park taking into account the previous concerns raised by former WSC Ecologist and opposition of OEH.*
- 1144/18** *That Council request the Chief Executive Officer organise a site visit of the possible locations for interested Councillors.*

**For:**

**Unanimous**

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**3.10 Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**

**Seconded:** **Councillor MacGregor**

**Resolved**

- 1145/18** *That Council defer this item to the Ordinary Meeting of Council being held on 12 November 2018.*

**For:**

**Unanimous**

**3.11 Response to Notice of Motion - Pelican Feeding, Potential for Upgrades and Opportunities**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor McLachlan**

**Seconded:** **Councillor Pilon**

**Resolved**

**1146/18 That Council receive the report on Response to Notice of Motion - Pelican Feeding, Potential for Upgrades and Opportunities.**

**1147/18 That Council explore relevant partnerships with community and education providers to enhance the experience regarding pelican feeding opportunities.**

**For:**

**Unanimous**

**3.12 Response to Notice of Motion - Disability Precinct**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**

**Seconded:** **Councillor MacGregor**

**Resolved**

**1148/18 That Council defer this item to the Ordinary Meeting of Council being held on 12 November 2018.**

**For:**

**Unanimous**

**3.13      Response to Notice of Motion - Parking Fines**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:**                **Councillor Holstein**

**Seconded:**        **Councillor MacGregor**

**Resolved**

**1149/18      That Council receive the report on Response to Notice of Motion - Parking Fines.**

**For:**

**Unanimous**

**3.14      Response to Notice of Motion - Council Bans Cats**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:**                **Councillor Holstein**

**Seconded:**        **Councillor MacGregor**

**Resolved**

**1150/18      That Council defer this item to the Ordinary Meeting of Council being held on 12 November 2018.**

**For:**

**Unanimous**

**4.1 Meeting Record of the Heritage Advisory Committee held on 5 September 2018**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**  
**Seconded:** **Councillor MacGregor**

**Resolved**

**1151/18 That Council receive the report on the Meeting Record of the Heritage Advisory Committee held on 5 September 2018**

**For:**  
**Unanimous**

**4.2 Sportsground Fees and Charges**

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**Moved:** **Councillor MacGregor**  
**Seconded:** **Councillor Sundstrom**

**Resolved**

**1152/18 That Council defer this item to the Ordinary Meeting of Council being held on 12 November 2018.**

**For:**  
**Unanimous**

**4.3 Pecuniary Interest Disclosure Returns 2017-2018**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**  
**Seconded:** **Councillor MacGregor**

**Resolved**

**1153/18 That Council receive the report on Pecuniary Interest Disclosure Returns 2017-2018 and note that the Chief Executive Officer has tabled Pecuniary Interest Disclosure Returns, pursuant to section 450A(2) of the NSW Local Government Act.**

**For:**

**Unanimous**

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#### **4.4 Investment Report for September 2018**

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Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved: Councillor Holstein**

**Seconded: Councillor MacGregor**

**Resolved**

**1154/18 That Council receive the Investment Report for September 2018.**

**For:**

**Unanimous**

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#### **4.5 Grant Funding Update as at October 2018**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved: Councillor Holstein**

**Seconded: Councillor MacGregor**

**Resolved**

**1155/18 That Council receive the report on Grant Funding Update as at October 2018.**

**1156/18 That Council resolve, for the purposes of s.11 (3) of the Local Government Act 1993, that the Attachment 3 to this report remain confidential because the attachment includes commercial information of a confidential nature.**

**For:**

**Unanimous**

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**4.6 2018/19 Capital Works Project Status**

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Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** Councillor Holstein  
**Seconded:** Councillor MacGregor

**Resolved**

**1157/18 That Council receive the report on 2018/19 Capital Works Project Status.**

**For:**  
**Unanimous**

---

**4.7 DA/44/2018 - Demolition works and the Construction of a Residential Flat Building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley**

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Councillor MacGregor declared a significant non-pecuniary interest in the matter as he is a member of the Joint Regional Planning Panel. Councillor MacGregor left the chamber at 8.14pm, returning at 8.45pm, and did not participate in discussion and voting.

Councillor Burke declared a pecuniary interest in the matter as he is a member of the Joint Regional Planning Panel. Councillor Burke left the chamber at 8.14pm, returning at 8.45pm, and did not participate in discussion and voting.

Kirsty Tepper addressed Council at 8.14pm.

Donald Proctor addressed Council at 8.18pm.

**Amendment Moved:** Councillor Vincent  
**Amendment Seconded:** Councillor Hogan

- 1 *That Council receive and note the assessment report on DA/44/2018 - Demolition works and the Construction of a Residential Flat Building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley.*
- 2 *That Council request the Chief Executive Officer write to the Joint Regional Planning Panel (JRPP) and in that written submission request the JRPP:*
  - a *to take into account the issues raised by adjoining residents in relation to the proposal at 6-10 Dunleigh Street, Toukley.*

- b to consider limiting the height of the development to three storeys.

For:

Mayor Smith and Councillors Greenaway,  
Vincent and Hogan

Against:

Councillors Marquart, Holstein, Mehrtens,  
Sundstrom, Gale Collins, Matthews, Pilon,  
McLachlan and Best

The Amendment was put to the vote and declared LOST. The motion was then put.

**Moved: Councillor Holstein**

**Seconded: Councillor Gale Collins**

**Resolved**

**1158/18 That Council receive and note the assessment report on DA/44/2018 - Demolition works and the Construction of a Residential Flat Building (34 dwellings) under the provisions of State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009 at 6-10 Dunleigh Street, Toukley**

**1159/18 That Council request the Chief Executive Officer write to the Joint Regional Planning Panel (JRPP) and in that written submission request the JRPP to take into account the issues raised by adjoining residents in relation to the proposal at 6 – 10 Dunleigh Street, Toukley - DA/44/2018.**

**For:**

**Unanimous**

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**6.1 Notice of Motion - Ratepayers Right to Address Chambers**

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Patrick Aitken addressed Council at 8.50pm.

Moved: Councillor Best

Seconded: Councillor Pilon

1160/18 That Council notes with great concern the recent amendment 4.2 to the Code of Meeting Practice that now denies our Residents and Ratepayers their democratic right to address Council/Councillors at a Council Meeting where final decisions are made.

1161/18 That Council notes that throughout the entire history of Local Government on the Central Coast, for more than 70 years, Ratepayers have been afforded the right and respect to address their Local Council on issues that concern them.

1162/18 That Council now immediately reinstate this fundamental democratic right of Ratepayers to be heard by their elected Representatives.

1163/18 That Council amend its Code of Meeting Practice to allow for one speaker for and one speaker against any individual item.

*For:*  
*Councillors Marquart, Gale Collins, Pilon,*  
*McLachlan, Burke and Best*

*Against:*  
*Mayor Smith and Councillors Holstein,*  
*Mehrtens, Sundstrom, Matthews, MacGregor,*  
*Greenaway, Vincent and Hogan*

The motion was put to the vote and declared LOST.

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**6.2 Notice of Motion - Baker Park and Race Course Master Plan**

---

Councillor Matthews declared a less than significant non pecuniary interest in the matter as she is a current financial member of the Racecourse. Councillor Matthews chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

Anthony Bliim addressed Council at 9.21pm

**Moved:** **Councillor MacGregor**  
**Seconded:** **Councillor Vincent**

**Resolved**

- 1164/18** *That Council request that the Chief Executive Officer convene an initial meeting of interested Councillors and community groups in November 2018 to identify key issues and themes for a master planning process and then provide a reasonable level of Council resources to enable Council staff to access and research requested historical Council documentation relating to the Baker Park and Racecourse areas.*
- 1165/18** *That Council request the Chief Executive Officer, as part of this process, note the reclassification of lots in the Baker Park/Racecourse precinct specifically Howard, Ithome, Levitt, Rose and Warner Streets.*
- 1166/18** *That Council request that the Chief Executive Officer review historical information and establish a community focused vision for the future of the Baker Park and Race Course areas in Wyong as soon as possible.*
- 1167/18** *That Council request that the Chief Executive Officer provide an initial report for the Council meeting being held on 10 December 2018.*

**For:**  
**Unanimous**

**6.3 Notice of Motion - Abandoned Vehicle App**

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Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Holstein**

**Seconded:** **Councillor MacGregor**

**Resolved**

**1168/18 That Council defer this item to the Ordinary Meeting of Council being held on 12 November 2018.**

**For:**

**Unanimous**

**6.4 Notice of Motion - Animal Behaviour Education Programs**

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Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Best left the chamber at 11.18pm, did not return and did not participate in discussion and voting.

**Moved:** **Councillor Vincent**

**Seconded:** **Councillor Greenaway**

**Resolved**

**1169/18 That Council request the Chief Executive Officer to provide a report including the following;**

- a invitations to the RSPCA or other animal welfare organisations to undertake information sessions and programs at Councils libraries and facilities, to educate parents, carers and children about the body language of animals.**
- b communicates the information sessions to the community through a variety of local print media and electronic channels.**
- c provide material similar to the tabled item 'Enjoy Your Dog' brochure to educate dog owners as well as the general public about dog free areas.**

- d distribute the flyer through print out and electronic media (including uploading to Council's website).**

**For:**  
**Mayor Smith and Councillors Holstein,**  
**Mehrtens, Sundstrom, MacGregor, Pilon,**  
**McLachlan, Burke, Vincent and Hogan**

**Abstained:**  
**Councillors Marquart and Pilon**

## **7.1 Rescission Motion - Draft Aviation HUB**

Mayor Smith declared a less than significant non pecuniary interest in the matter as she was a former member of the Community Environment Network (CEN) who may have made submissions related to the matter. Mayor Smith chose to remain in the chamber and participate in discussion and voting as the conflict is minor and does impact her decision making ability.

John Codrington addressed Council at 9.50pm

**Moved:** Councillor Best  
**Seconded:** Councillor Pilon

*That Council rescind the following resolution carried at the Ordinary Meeting of Council held on 27 November 2017:*

- 756/17 *That Council fully support the Warnervale Airport Restrictions Act (WAR Act) (1996).*
- 757/17 *That Council not approve any development at the Warnervale Airport which is not consistent with the WAR Act (1996).*
- 758/17 *That Council not immediately extend or remove the current 1196 metre runway.*
- 759/17 *That Council not alter the position, length, width, thickness or strength of the current runway.*
- 760/17 *That Council immediately suspend all works, land acquisitions and expenditure on the Central Coast Airport, except where those works are required by law or the suspension of those works would put Council in breach of existing contractual obligations and/or expose Council to claims for damages or variation under any such contract.*
- 761/17 *That Council reallocate the Budget for the Airport of \$6 million to employment generating projects across the former Wyong Shire with staff to prepare a strategy and report to council by the 12th February meeting for approval of the strategy.*

- 762/17      *That Council maintain the current site zoning, unaltered and not approve rezoning to SP2.*
- 763/17      *That Council permanently protect all of the Porters Creek wetland owned by Council and south of the current runway, from development for biodiversity, emergency drinking water supply and protection of the water quality into the Tuggerah Lakes Estuary.*
- 764/17      *That Council staff prepare a report to protect the Porters Creek Wetland, as per item 8, and the report be brought back to council for approval on the 26th February meeting.*

Councillor Marquart called a division.

*For:*

*Councillors Marquart, Holstein, Gale Collins, Pilon, McLachlan and Best*

*Against:*

*Mayor Smith and Councillors Mehrtens, Sundstrom, Matthews, MacGregor, Greenaway, Burke, Vincent and Hogan*

The Rescission Motion was put to the vote and declared LOST.

The meeting was adjourned at 10.19pm and resumed at 10.33pm

### **8.1      Meeting Record of the Crown Land Negotiation Program Committee held on 12 September 2018**

---

Councillor Gale Collins left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

Councillor Matthews left the chamber at 10.44pm, did not return and did not participate in discussion and voting.

**Moved:**              **Councillor Holstein**

**Seconded:**        **Councillor MacGregor**

#### **Resolved**

**1170/18      That the Council resolve to deal with this report in closed session pursuant to s.10A(2)(d) of the Local Government Act 1993, as the information is 2(d) commercial information of a confidential nature that would, if disclosed:**

- (i)      Prejudice the commercial position of the person who supplied it, or**
- (ii)     Confer a commercial advantage on a competitor of the council.**

**1171/18** *That the Council note the Confidential Meeting Record of the Crown Land Negotiation Program Committee held on 12 September 2018 that is attached to this report.*

**1172/18** *That the Council note the endorsement of the Crown Land Negotiation Program Committee of the Initial Assessment of Crown Land and that on the basis of this endorsement Council will progress to the negotiation stage of the Crown Land Negotiation Program.*

**For:**

**Unanimous**

### **Questions on Notice**

**Q202/18 QON - Woy Woy Town Centre Plan**  
**Councillor Richard Mehrrens**

*What is the plan for the future of the Woy Woy Town Centre including consideration of rejuvenation and making better use of the open and green space in the precinct?*

**Q203/18 QON - Enforcing Consent Orders**  
**Councillor Richard Mehrrens**

*Reports are being received that trees and required green space and landscaping consent orders are not being followed in new developments resulting in rapid decreases in the tree canopy and contributing to the heat island effect in areas like the Peninsula. What options does Council have to ensure development consent orders are complied with when checked by a private certifier?*

**Q204/18 QON - Consultants**  
**Councillor Kyle MacGregor**

*How much money has Central Coast Council spent on consultants from 9 September 2017 to 9 September 2018?*

**Q205/18 QON - Combustible Cladding**  
**Councillor Kyle MacGregor**

*Regarding the identification of buildings with external combustible cladding the North Gosford Private Hospital site was identified as a site that contained combustible cladding. Is the cladding product indeed combustible cladding as defined in the Environmental Planning and Assessment Amendment [Identification of Buildings with External Combustible Cladding] Regulation 2018?*

**Q206/18 QON - Playgrounds**  
**Councillor Jilly Pilon**

*With the number of fallen trees that were cleared by council after the big storm on the weekend have considered using some for building beautiful playgrounds for young children. We had so many big strong trees done during the storm in our wonderful suburb in Buff Point it would be a shame to see them all mulched. Would Council consider creating a play space for young children in the neighbourhood it would be a wonderful way to repurpose the green waste and created connectedness between families and young children and their community?*

**Q207/18 QON - Netting On Drainage Outlets**  
**Councillor Jilly Pilon**

*Has Council considered using netting on our drainage outlets to retain rubbish to be moved rather than all the stormwater drains emptying out into the beaches?*

**Q208/18 QON - External Agencies**  
**Councillor Louise Greenaway**

*What is the process involved when staff can't attend meetings with external agencies, by this I mean, is there routinely an alternate member of staff that attends, or is just an apology given? (Eg Local Land Services Advisory Group meetings).*

**Q209/18 QON - Council Amalgamation Gantt Chart**  
**Councillor Doug Vincent**

*Could staff please provide an updated project gantt chart on the Council amalgamation process?*

**Q210/18 QON - Combustible Cladding**  
**Councillor Jillian Hogan**

*The Oakes Waterfront Resort at the Entrance was identified as a site that contained combustible cladding. Is the material installed indeed combustible cladding as defined in the Environmental Planning and Assessment Amendment [Identification of Buildings with External Combustible Cladding] Regulation 2018?*

**Q211/18 QON - External Cladding**  
**Councillor Jillian Hogan**

*Further to Q162/18, is the Council involved in any action to be taken or contemplated to be taken to strip off external cladding from public and private buildings in our local government area (LGA)? This may be, for example, a State owned building which is in this LGA and this Council has been notified by Fire and Rescue NSW or NSW State Government of such actions.*

**Q212/18 QON - Netting On Drainage Outlets**

**Councillor Bruce McLachlan**

*Has Council considered using netting on our drainage outlets to retain rubbish to be moved rather than all the stormwater drains emptying out into the beaches?*

**Q213/18 QON - Provisions of the WAR Act**

**Councillor Louise Greenaway**

*Could I please be provided with a copy of written advice (letter/ email) of what Council's current position is in relation to whether all the provisions of the WAR Act apply?*

**The Meeting** closed at 11.32pm.



**Item No:** 1.3  
**Title:** Notice of Intention to Deal with Matters in Confidential Session  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13368132

## Summary

It is necessary for the Council to adopt a resolution to formalise its intention to deal with certain matters in a closed and confidential Session. The report is incorporated in the "Confidential" business paper which has been circulated.

The *Local Government Act 1993* requires the Chief Executive Officer to identify those matters listed on the business paper which may be categorised as confidential in terms of section 10A of the *Local Government Act 1993*. It is then a matter for Council to determine whether those matters will indeed be categorised a confidential.

## Recommendation

***That Council receive the report and note that no matters have been tabled to deal with in a closed session.***

## Context

Section 10A of the *Local Government Act 1993* (the Act) states that a Council may close to the public so much of its meeting as comprises:

- 2(a) *personnel matters concerning particular individuals (other than Councillors),*
- 2(b) *the personal hardship of any resident or ratepayer,*
- 2(c) *information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business,*
- 2(d) *commercial information of a confidential nature that would, if disclosed:*
  - (i) *prejudice the commercial position of the person who supplied it, or*
  - (ii) *confer a commercial advantage on a competitor of the Council, or*
  - (iii) *reveal a trade secret,*
- 2(e) *information that would, if disclosed, prejudice the maintenance of law,*

- 2(f) matters affecting the security of the Council, Councillors, Council staff or Council property,*
- 2(g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege,*
- 2(h) information concerning the nature and location of a place or an item of Aboriginal significance on community land.*

Further, the Act provides that Council may also close to the public so much of its meeting as comprises a motion to close another part of the meeting to the public (section 10A(3)).

As provided in the Office of Local Government Meetings Practice Note August 2009, it is a matter for the Council to decide whether a matter is to be discussed during the closed part of a meeting. The Council would be guided by whether the item is in a confidential business paper, however the Council can disagree with this assessment and discuss the matter in an open part of the meeting.

#### **Attachments**

Nil



**Item No:** 2.1  
**Title:** Request for Amendment to Gosford Local Environmental Plan 2014 - 19 Chetwynd Road, Erina  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13327434

Author: Scott Duncan, Section Manager, Land Use and Policy

Manager: Matthew Prendergast, Unit Manager, Strategic Planning

Executive: Scott Cox, Director, Environment and Planning

## **Report Purpose**

The purpose of this report is for Council to consider a request to prepare a Planning Proposal to enable additional permitted uses for land known as Lot 128 DP 1976, 19 Chetwynd Road, Erina.

This report recommends that the request to prepare a planning proposal be refused.

## **Recommendation**

- 1** ***That Council resolve to not support the making of a planning proposal to include additional permitted uses related to Lot 128 DP 1976, 19 Chetwynd Road Erina into Schedule 1 of the Gosford Local Environmental Plan 2014 for the following reasons:***
  - (a)** ***The intended outcomes of the proposal are inconsistent with Actions 5.4 and 16.3 of the Central Coast Regional Plan 2036, in that the additional permitted uses will result in an undesirable intensification of uses within an area zoned for Environment Management;***
  - (b)** ***The subject proposal is inconsistent with Ministerial Section 9.1 Direction 4.3 Flood Prone Land, due to an intensification of uses within the site which would increase risk during flood events;***
  - (c)** ***The intended outcome to allow for additional land uses, that are currently prohibited is not reflective of any Local or Regional Planning Strategy and therefore does not satisfy the Strategic Merit Test.***
- 2** ***That Council advise the Department of Planning and Environment of its decision and be provided with a copy of this report and its resolution in support of the Council's position.***
- 3** ***That Council notify the applicant of the Council's determination in accordance with clause 10A of the Environmental Planning and Assessment Regulation 2000.***

## **Background**

The subject site, commonly known as the Impact Centre, has an extensive development history. A total of twenty Development Applications have been lodged, seeking consent for the use of the site for the purposes of a Place of Public Worship and ancillary uses identified as Café, Child Care, Administration Area, Gymnasium, Wellness Centre and Auditorium.

Prior to its current zoning, the subject site was zoned 1(c) Rural Purposes under *Interim Development Order No 122 – Gosford* (IDO 122). This zone permitted the use 'place of public worship. IDO 122 also includes an additional permitted use which applies only to the subject site, and the adjoining Lot 23 DP 738306, to permit "tourist units and associated refreshment room complex with a floor space ratio not exceeding 0.15:1."

Approval for a 'place of public worship' on the subject site was granted by the former *Gosford City Council* (fGCC) in 1998. The ancillary uses of child care centre, café, gym and wellness centre, were approved by fGCC in 2012 under development application DA 22799/1997.6 which was a Section 96 modification to the original development application consent 22799/1997.

The existing café, gymnasium, childcare centre and wellness centre are prohibited under the *Gosford Local Environmental Plan 2014* (GLEP 2014), however these uses are permitted to operate under Sections 4.65 – 4.70 of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) relating to existing use rights.

Following complaints received by Council in January 2017, a review and investigation of the activities and land uses on the subject site was undertaken. These complaints indicated that the Wellness Centre on the site was being operated as a Medical Centre which is a prohibited use in the E3 Environmental Management Zone under the GLEP 2014.

A medical centre is defined as follows:

*means a building or place used for the purpose of providing professional health services (including preventative care, diagnosis, medical or surgical treatment or counselling) to out patients only.*

An Order issued under Division 4.1 Carrying out of development, with consent, without consent and prohibited under the EP&A Act required the Impact Centre to cease operating as a Medical Centre, as it did not have development consent and is not a permissible land use.

On 13 June 2017, Council advised the owner that further action would not be undertaken in relation to the unlawful uses being conducted on site, provided the owner sought an amendment to GLEP 2014 which sought to prepare a Planning Proposal to enable the additional permissible uses of Medical Centre.

## **The Site**

The property description of the site is Lot 128 DP 1976 commonly known as 19 Chetwynd Road, Erina (Figure 1).

A vegetation-lined watercourse is located in the western part of the site between the building and Chetwynd Road. The land is generally level with a 2.5% slope from the eastern boundary to the watercourse.

Adjoining land uses include:

- rural residential development to the north;
- seniors housing (residential care facility) to the east;
- book shop, café, residences to the south; and
- low density residential development to the west.

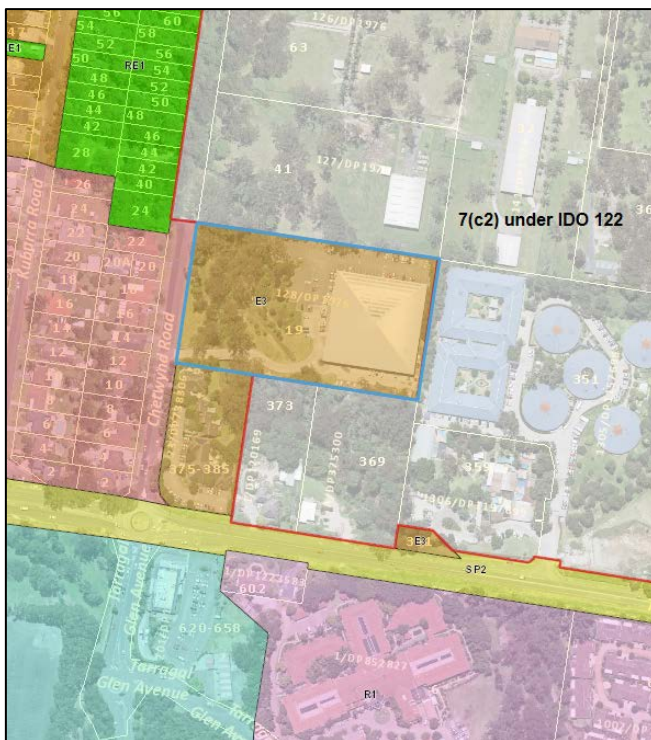


*Figure 1 - Locality Map (subject site outlined in red)*

The subject site is zoned E3 Environmental Management under GLEP 2014. Adjoining land to the north, east and south is zoned 7(c2) under IDO 122 (Figure 2).

The request to prepare a Planning Proposal does not seek to change the zoning of the site, rather it seeks to permit the following land uses on the subject site as additional permitted uses by amending Schedule 1 of GLEP 2014:

- Place of public worship;
- Child care centre;
- Recreational facility (indoor);
- Food and drink premises;
- Medical centre and
- Function centre.



*Figure 2 – Zoning Map (subject site outlined in blue)*

The existing children's play area, gymnasium and café were approved as ancillary uses in Development Application approval for DA 22799/97 via an s.4.5.5 modification to development consent. Consequently the continued operation of these ancillary uses occurs under existing use rights provisions under the EP&A Act which limits intensification of these uses. If these land uses were formalised through an additional use provision in the GLEP 2014 these uses would be able to expand in area and intensity. As such, these uses could dominate the site, without being ancillary to the Place of Public Worship, which is the primary purpose of the current development consent.

The inclusion of these additional uses as permitted uses on the site would further entrench the independence of these uses from the Place of Public Worship and formalise the site as a commercial centre. Formalising these uses will intensify commercial uses on a site that is zoned for environmental management. On this basis, the request to prepare a Planning Proposal to enable these uses as additional permitted uses is not supported, as they are able to continue to operate under relevant development approvals.

The proposed additional use of a Function Centre and Medical Centre are not currently approved uses on the site. A Function Centre would have the potential to generate large amounts of traffic which could result in additional amenity impacts on surrounding residents. Furthermore, the site is currently constrained by flood affectation and any further intensification of commercial uses on the site would place additional people at risk. The proposed Function Centre use is not compatible with the surrounding land uses, or environmental characteristics of the land.

Medical Centres are not a permissible use within the E3 Environmental Management zone. Similarly to the other uses operating on the site, if it were enabled as a permissible use via inclusion in Schedule 1 of GLEP 2014, the use could become the predominant use on the site. It would not need to operate as ancillary to the Place of Public Worship.

The provisions of *State Environmental Planning Policy Infrastructure 2007* enable Health Service facilities (including medical centres) in zones which are prohibited by GLEP 2014. This has further increased the number of zones in which a Medical Practise can lawfully be approved. The permissibility of medical centres across the Central Coast has previously been addressed in a response to Council's resolution of 27 November 2017 relating to this matter. (see Attachment 3).

As a result of the impacts associated with the probable intensification of land uses on the subject site, the request to prepare a Planning Proposal for the inclusion of additional permissible uses is not supported.

### **Internal Consultation**

Internal consultation has been undertaken in relation to the request and the outcomes have informed the assessment of the proposal.

#### *Flooding and Drainage Management*

Access to the site is via a bridge, over a watercourse, from Chetwynd Road. This bridge was constructed as part of a development application for a Place of Public Worship which was approved in 1998.

A revised flood study, prepared in 2012, has been undertaken by Council which shows that the flood levels have increased in this location to the extent that the bridge no longer caters

for the 1% Annual Exceedance Probability (AEP) flood extent which was Council's standard at that time.

The flood planning area for the creek extends from Chetwynd Road to include almost half the property. Section 9.1 Direction 4.3 - Flood Prone Land does not permit the rezoning of land within the flood planning area from an environmental zone to a business zone. Further, this Direction does not permit a significant increase in the development of the land within the flood planning area. The proposal is inconsistent with the Direction, in that the planning proposal does intensify the use of the land.

#### *Environmental Strategies*

The vegetation on the western part of the site is mapped as Narrabeen Coastal Peppermint Forest which is a regionally significant vegetation community. At least one threatened species, a Biconvex Paperbark *Melaleuca biconvexa* tree, was observed along the southern site boundary and more could be present in the riparian corridor.

Two tributaries of Erina Creek are mapped on the site however only one is apparent, running south to north across the site. Parts of the watercourse are confined to a grassed swale drain.

The vegetation around the western portion of the site is in a fair but slightly disturbed condition. The canopy layer was in good condition however the understorey has been modified by edge effects such as weed incursion, mowing and other edge impacts.

The existing development utilises all suitably located cleared portions of the site. Any future development would require a buffer from the watercourses and removal of riparian vegetation. The ability of development to expand on the subject site is therefore inconsistent with the provisions of Section 9.1 Ministerial Direction 2.1 Environmental Protection.

#### *Heritage*

An Aboriginal Heritage Information Management System (AHIMS) search indicates that no Aboriginal objects or sites are mapped within 200m of the subject site.

#### *Water and Sewer Management*

Water and sewer are available to the land.

#### *Development Engineering*

The existing development on-site is within walking distance of residential areas, shops, commercial and employment areas and close to two bus stops.

A car parking assessment has also been prepared which indicates that there are 170 parking spaces on site which accommodates the number of vehicles which are required for the

## **2.1 Request for Amendment to Gosford Local Environmental Plan 2014 - 19 Chetwynd Road, Erina (contd)**

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approved uses on-site. The proposed inclusion of a function centre and medical centre would require additional car parking to be provided as these uses were not assessed under the approval for DA 22799/1997.6.

### *Social Planning*

A social and economic impact assessment was undertaken by the proponent. This assessment did not conduct any engagement with the community or other stakeholders.

The potential for cumulative impacts on surrounding Medical Centres has not been considered in terms of the capacity of other surgeries in the locality. Whilst a mapping exercise of the location and a list of Medical Practitioners by surgery have been provided, no analysis of capacity and future population growth in the locality has been undertaken.

### **External Consultation**

No external Government agency consultation has been undertaken.

### **Statutory Compliance and Strategic Justification**

The planning proposal has been assessed having regard for relevant State Environmental Planning Policies (SEPP), Ministerial Section 9.1 (former s.117) Directions and the relevant guidelines set out within the regional and local plans, including the Central Coast Regional Plan (CCRP) 2036 and the One – Central Coast Community Strategic Plan 2018 - 2028 (Attachment 2).

The proposal is not considered to be consistent with Ministerial Section 9.1 Direction 4.3 Flooding and is inconsistent with Action 5.4 and 16.3 of the Central Coast Regional Plan 2036.

### **Social Impacts**

The refusal of the request to prepare a Planning Proposal will result in minimal social impacts as approved uses on the site can continue to operate in accordance with the consents issued. The Impact Centre can offer health services consistent with the approval for the Wellness Centre contained within DA 22799/1997 associated modifications and relevant consent conditions.

### **Environmental Considerations**

The retention of the existing E3 Environmental Management Zone on the site reflects the ecological values and other constraints of the land.

### **Risk Management**

The refusal of the request to prepare a Planning Proposal mitigates against further environmental risks associated with the further intensification of commercial development of the site.

### **Budget Impact**

There are no immediate budget impacts as the assessment of the request for the amendment to GLEP 2014 is funded by the payment of the Lodgement Fee.

### **Link to Community Strategic Plan**

Theme 2: Smart

### **Goal C: A growing and competitive region**

C1: Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast.

The proposal does not support the Themes, Goals and Objectives of the One - Central Coast Community Strategic Plan 2018 – 2028.

### **Conclusion**

The request to include the additional permitted uses on Lot 128 DP 1976 Chetwynd Road, Erina is not considered to have strategic merit.

The request is inconsistent with the requirements of Section 9.1 Ministerial Direction 4.3 Flooding and Floodplain Management and is not supported by local or regional planning strategies. The progression of the request would result in an undesirable intensification of uses on the subject site.

It is recommended that Council not support the planning proposal to amend GLEP 2014.

### **Attachments**

<b>1</b>	Proposal Summary	D13331943
<b>2</b>	Strategic Assessment	D13337599
<b>3</b>	Response to NoM Medical Centre Zoning - 26 February 2018 Ordinary Council Meeting - Item 4.3	D13329221

# Proposal Summary

<b>Applicant</b>	Impact Centre C/ Barker Ryan Stewart		
<b>Owner</b>	Impact Property Central Coast		
<b>Application Number</b>	83.2017.100		
<b>Description of Land subject of planning proposal</b>	<i>Street Address: 19 Chetwynd Rd Erina</i> <i>Legal Description: Lot 128 DP 1976</i>		
<b>Site Area</b>	25200m <sup>2</sup>		
<b>Existing Use</b>	Place of Public Worship and Ancillary Approved Uses		
<b>Proposed Amendments – Gosford Local Environmental Plan 2014 (WLEP 2014)</b>			
<b><i>Provisions</i></b>	<b><i>Existing Provision</i></b>	<b><i>Proposed Amendment</i></b>	<b><i>Outcome (Supported/Not Supported)</i></b>
<b><i>Proposed Use</i></b>	Place of Public Worship	No change	Supported
<b><i>Zoning</i></b>	E3 Environmental Management	No change	Supported
<b><i>Minimum Lot Size</i></b>		No change	Supported
<b><i>Schedule 1- Additional permitted use</i></b>	None	Insert additional permitted uses: Place of Public Worship Child Care Centre Recreation Facility (Indoor) Food and drink Premise Medical Centre Function Centre	Not Supported



Central Coast Council  
Strategic Planning Framework Assessment  
19 Chetwynd Road  
Terrigal

PP/100/2017;  
August 2018

### Relationship to strategic planning framework

Where a regional or sub-regional strategy is in place:

1. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

#### Central Coast Regional Plan 2036

The *Central Coast Regional Plan 2036 (CCRP)* applies to both of the former Gosford and Wyong local government areas (LGAs). The Planning Proposal will assist Council in meeting the targets set by the State Government in the Regional Strategy for provision of housing and/or jobs. .

The CCRP provides the basis of strategic planning in the local government area and sets out a number of actions. The table below demonstrates that the Planning Proposal is consistent with the relevant actions identified in the CCRP:

5	<b>Direction 5: Support new and expanded industrial activity</b>	
	<b>Action</b>	<b>Assessment</b>
5.4	Protect employment land in suburbs across the region to provide local services and employment	The subject proposal could result in conflict with existing employment land in Erina. It is considered that commercial uses should remain within areas of Erina zoned for this purpose.
7	<b>Direction 7: Increase job containment in the region</b>	
	<b>Action</b>	<b>Assessment</b>
7.1	Facilitate economic development that will lead to more local employment opportunities on the Central Coast.	The subject proposal seeks to legitimise current uses being conducted on the site therefore the net increase in employment opportunities is negligible. Increased economic development would require intensification of use on the site which is not supported in this instance.
16	<b>Direction 16: Grow investment opportunities in the region's centres</b>	
	<b>Action</b>	<b>Assessment</b>
16.3	Protect the function of centres and ensure local environmental plans include appropriate controls to limit retail activity outside planned centres.	The subject site is not within a centre, if the proposal was to proceed there is a likelihood that the uses on site would start to function as a commercial development and not uses ancillary to a Place of Public Worship. The proposal is considered to be inconsistent with this direction.

18	<b>Direction 18: Create Places that are inclusive, well-designed and offer attractive lifestyles</b>	
	<b>Action</b>	<b>Assessment</b>
18.7	Implement health and active living strategies in local plans	Legitimising the uses on the site has minimal impact in terms of implementing health and active living strategies. Consents exist on the site which permit developments that encourage healthy and active living.

Table 1 - Central Coast Regional Plan Assessment

## 2. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

### Community Strategic Plan 2018-2028

The *Community Strategic Plan 2018-2028 (CSP)* outlines a set of guiding principles, aspirations and values for the community. These reflect on social, economic, environmental and governance aspects for now and the future.

The following strategies outlined in the Community Strategic Plan are applicable to this Planning Proposal:

### Community Strategic Plan Assessment

Objective/Requirement	Comment
<b>Belonging</b> Our community spirit is our strength  Creativity, connection and local identity	It is considered that the proposal is inconsistent with the Belonging objective as it seeks to create a commercial centre away from existing commercial areas in Erina. It is considered that this is inconsistent with A1 and B4 as to proceed with the proposal would lead to direct conflict with existing approved commercial areas in Erina.
<b>Smart</b> A growing and competitive region-  A place of opportunity for people	It is considered that the proposal would lead to conflict with existing commercial areas and does not target economic development in growth areas. The uses with consent can continue to operate on the site without the proposal progressing.
<b>Green</b> Environmental resources for the future	It is considered that future expansion of uses on the site could conflict with environmental

Objective/Requirement	Comment
Cherished and protected natural beauty	resources of the site, specifically through vegetation removal.
<b>Responsible</b> Good governance and great partnerships  Delivering essential infrastructure  Balanced and sustainable development	It is considered to be counterproductive to good governance to progress this proposal which seeks to legitimise uses that have been conducted without consent on the site.  Approved uses can continue to operate on site aligning with the CSP goal Responsible.
<b>Livable Focus Areas</b> Reliable public transport and connections  Out and about in the fresh air  Healthy lifestyles for a growing community	The proposal does not impact upon existing public transport infrastructure. Expanding uses on site would generate levels of traffic unsuitable to the location.  The approved uses can continue to operate on site consistent with the aim to create healthy lifestyles for growing communities.

Table 2 – Community Strategic Plan Assessment

### Biodiversity Strategy

The following action from the biodiversity strategy is applicable to the Planning Proposal

7. *Focus development around existing urban centres to maintain the urban development in the existing urban footprint to protect agricultural and environmentally sensitive lands.*

The Planning Proposal seeks to legitimise the existing uses on the site which does not require vegetation removal due to uses being within an existing approved building. In this instance the proposal is consistent with the Biodiversity Strategy.

### 3. Is the planning proposal consistent with applicable state environmental planning policies?

The proposal has been considered against the relevant State Environmental Planning Policies (SEPP) as detailed below.

State Environmental Planning Policy	Comment
<b>SBEPP No 19 – Bushland in Urban Areas</b>	
The general aim of this Policy is to protect and preserve bushland within the urban areas because of:	The planning proposal will not result in the removal of any vegetation on the site as it seeks to legitimise uses being conducted on the site.
(a) its value to the community as part of the	If future expansion of the building footprint

State Environmental Planning Policy	Comment
<p>natural heritage,</p> <p>(b) its aesthetic value, and</p> <p>(c) its value as a recreational, educational and scientific resource.</p> <p>The specific aims of this policy are:</p> <p>(a) to protect the remnants of plant communities which were once characteristic of land now within an urban area,</p> <p>(b) to retain bushland in parcels of a size and configuration which will enable the existing plant and animal communities to survive in the long term,</p> <p>(c) to protect rare and endangered flora and fauna species,</p> <p>(d) to protect habitats for native flora and fauna,</p> <p>(e) to protect wildlife corridors and vegetation links with other nearby bushland,</p> <p>(f) to protect bushland as a natural stabiliser of the soil surface,</p> <p>(g) to protect bushland for its scenic values, and to retain the unique visual identity of the landscape,</p> <p>(h) to protect significant geological features,</p> <p>(i) to protect existing landforms, such as natural drainage lines, watercourses and foreshores,</p> <p>(j) to protect archaeological relics,</p> <p>(k) to protect the recreational potential of bushland,</p> <p>(l) to protect the educational potential of bushland,</p> <p>(m) to maintain bushland in locations which are readily accessible to the community, and</p> <p>(n) to promote the management of bushland in a manner which protects and enhances the quality of the bushland and facilitates public enjoyment of the bushland compatible with its conservation..</p>	<p>occurs protection of vegetation on site would need to occur.</p>
<b>SEPP No. 44 – Koala Habitat</b>	

State Environmental Planning Policy	Comment
<p>Aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline:</p> <ul style="list-style-type: none"> <li>(a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and</li> <li>(b) by encouraging the identification of areas of core koala habitat, and</li> <li>(c) by encouraging the inclusion of areas of core koala habitat in environment protection zones</li> </ul>	<p>The subject site contains vegetation in the north western section which is mapped as Narrabeen Coastal Peppermint Forest. This area has not been identified as core koala habitat.</p> <p>Any further expansion of the uses on site would require full assessment of impact upon this area.</p>
SEPP No. 55 – Remediation of Land	
<p>Aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment</p> <ul style="list-style-type: none"> <li>(a) by specifying when consent is required, and when it is not required, for a remediation work, and</li> <li>(b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and</li> <li>(c) by requiring that a remediation work meet certain standards and notification requirements.</li> </ul>	<p>The planning proposal proposes to utilise floor space within the existing building on site so further assessment under this SEPP is considered unnecessary.</p> <p>If application for expansion of uses is made an assessment of the contamination occurrence will be required.</p>
SEPP (Coastal Management) 2018	
<p>The aim of this Policy is promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management Act 2016 by:</p> <ul style="list-style-type: none"> <li>(a) managing development in the coastal zone and protecting the environmental assets of the coast, and</li> </ul>	<p>The north-western corner of the subject land is located within the Coastal Environment Area. Consent must not be granted for development within this area if the proposed development is likely to cause adverse impacts on:</p> <ul style="list-style-type: none"> <li>- the integrity and resilience of the biophysical, hydrological and ecological environment;</li> <li>- coastal environmental values and natural coastal processes;</li> </ul>

State Environmental Planning Policy	Comment
<p>(b) establishing a framework for land use planning to guide decision-making in the coastal zone, and</p> <p>(c) mapping the 4 coastal management areas which comprise the NSW coastal zone, in accordance with the definitions in the Coastal Management Act 2016.</p>	<ul style="list-style-type: none"> <li>- the water quality, in particular the cumulative impacts on the sensitive coastal lakes;</li> <li>- marine vegetation, native vegetation and fauna and their habitats;</li> <li>- Aboriginal cultural heritage practices and places.</li> </ul> <p>As the proposed additional use is to be undertaken within the existing building on site, and the building is located outside the area affected by the SEPP, no impacts are foreseen on the integrity of the coastal environment, habitats, water quality and scenic values of the area currently.</p> <p>If further expansion is proposed it could conflict with the Coastal Management requirements and will need to be given further consideration at time of application.</p> <p>The Planning Proposal is considered to be consistent with the SEPP.</p>

Table 3 – State Environmental Planning Policy Assessment

#### 4. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The proposal has been considered against the relevant Ministerial Directions as detailed below.

No.	Direction	Applicable	Consistent
<b>Employment &amp; Resources</b>			
1.1	Business & Industrial Zones	N	N/A
1.2	Rural Zones	N	N/A
1.3	Mining, Petroleum Production and Extractive Industries	N	N/A
1.4	Oyster Aquaculture	N	N/A
1.5	Rural Lands	N	N/A
<b>Environment &amp; Heritage</b>			
2.1	Environmental Protection Zones	Y	N

No.	Direction	Applicable	Consistent
2.2	Coastal Management	Y	Y
2.3	Heritage Conservation	Y	Y
2.4	Recreation Vehicle Areas	Y	Y
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North LEPs	N	N/A
<b>Housing, Infrastructure &amp; Urban Development</b>			
3.1	Residential Zones	N	N/A
3.2	Caravan Parks and Manufactured Home Estates	Y	Y
3.3	Home Occupations	Y	Y
3.4	Integrating Land Use & Transport	Y	Y
3.5	Development Near Licensed Aerodromes	N	N/A
3.6	Shooting Ranges	N	N/A
<b>Hazard &amp; Risk</b>			
4.1	Acid Sulfate Soils	Y	Y
4.2	Mine Subsidence and Unstable Land	N	N/A
4.3	Flood Prone Land	Y	N
4.4	Planning for Bushfire Protection	Y	TBD
<b>Regional Planning</b>			
5.1	Implementation of Regional Strategies	N	N/A
5.2	Sydney Drinking Water Catchments	N	N/A
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N	N/A
5.8	Sydney's Second Airport: Badgery's Creek:	N	N/A
5.9	North West Rail Link Corridor Strategy	N	N/A
5.10	Implementation of Regional Plans	Y	Y

No.	Direction	Applicable	Consistent
<b>Local Plan Making</b>			
6.1	Approval and Referral Requirements	Y	Y
6.2	Reserving Land for Public Purposes	Y	Y
6.3	Site Specific Provisions	Y	Y
<b>Metropolitan Planning</b>			
7.1	Implementation of A Plan for Growing Sydney	N	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation	N	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy	N	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Plan	N	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	N	N/A

Table 4 – S9.1 Ministerial Direction Compliance

## Ministerial Section 9.1 Directions

Direction	Comment
<b>Environment &amp; Heritage</b>	
<b>2.1 Environmental Protection Zones</b>	
<p>Aims to protect and conserve environmentally sensitive areas.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p> <p>A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.</p>	<p>Inconsistent</p> <p>The existing building and associated car parking have used all available building space on the site. As the planning proposal seeks to regularise the use of a medical centre within the existing building on site, the vegetation on the western part of the site lining the watercourse is not proposed to be disturbed</p>

Direction	Comment
<p>A planning proposal that applies to land within an environment protection zone or land otherwise identified for environment protection purposes in a LEP must not reduce the environmental protection standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with clause (5) of Direction 1.5 "Rural Lands".</p>	<p>currently. It must be noted that the proposal to expand will generate additional requirements which could conflict with the existing vegetation on site.</p>
<b>2.2 Coastal Management</b>	
<p>Aims to protect and manage coastal areas of NSW.</p> <p>Applies when a relevant planning authority prepares a planning proposal that applies to land within the coastal zone as identified by SEPP (Coastal Management) 2018.</p> <p>A planning proposal must include provisions that give effect to and are consistent with:</p> <ul style="list-style-type: none"> <li>(a) the objects of the Coastal Management Act 2016 and the objectives of the of the relevant coastal management areas, and</li> <li>(b) the NSW Coastal Management Manual and associated toolkit,</li> <li>(c) the NSW Coastal Design Guidelines 2003.</li> </ul> <p>A planning proposal must not rezone land which would enable increased development or more intensive land use on land:</p> <ul style="list-style-type: none"> <li>(a) within a coastal vulnerability area identified by the SEPP (Coastal Management) 2018, or</li> </ul> <p>that has been identified as land affected by current or future coastal hazard in a LEP or DCP, or a study or assessment undertaken by a public authority or a relevant planning authority.</p>	<p>Consistent</p> <p>The objects of the Coastal Management Act 2016 are to manage the coastal environment of New South Wales in a manner consistent with the principles of ecologically sustainable development for the social, cultural and economic well-being of the people of the State.</p> <p>The north-western corner of the subject land is located within the coastal zone. The proposed additional use is to be undertaken within the existing building on site, and the building is located outside the coastal zone, no adverse impacts are expected on the environment or well-being of the community if works remain within this area.</p> <p>The Coastal Design Guidelines relate to design of dwellings and location of new settlements and is relevant to this Planning Proposal. The following objectives are relevant to this Planning Proposal:</p> <ul style="list-style-type: none"> <li>- To protect and enhance the cultural, ecological and visual characteristics of a locality.</li> <li>- To limit coastal sprawl by establishing separation and greenbelts between settlements.</li> <li>- To integrate new development with surrounding land uses.</li> <li>- To encourage new coastal settlements to be appropriately located.</li> </ul> <p>The subject land currently accommodates a large auditorium-like building and the planning proposal seeks to permit the use of a medical centre to be carried out within this building. Consequently there will be no change to the visual characteristics of the locality and the aesthetic qualities of the coastal zone will be maintained as no removal of vegetation is required for</p>

Direction	Comment
	<p>this additional use to operate on site.</p> <p>The NSW Coastline Management Manual provides "information to assist present and potential users and occupiers of the coastline to understand the nature of coastline hazards and the options available for their management."</p> <p>As the site is not subject to immediate coastal processes it is not relevant to the Planning Proposal.</p>
<b>2.3 Heritage Conservation</b>	
<p>Aims to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Consistent</p> <p>There are no identified European Heritage items or areas in the vicinity of the site.</p> <p>An Aboriginal Heritage Information Management System (AHIMS) search of the area indicates no Aboriginal sites or places in or near the location.</p> <p>As the planning proposal seeks to permit an additional uses within the existing building there will be no additional disturbance to the subject land. Any future expansion would need to consider Aboriginal Cultural Heritage requirements.</p>
<b>2.4 Recreational Vehicle Areas</b>	
<p>Aims to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.</p>	<p>Consistent</p> <p>The proposal does not include measures to introduce recreational vehicles to vulnerable lands.</p>
<b>Housing, Infrastructure and Urban Development</b>	
<b>3.2 Caravan Parks and Manufactured Home Estates</b>	
<p>Aims to provide a variety of housing types, and to provide opportunities for caravan parks and manufactured estates.</p>	<p>Consistent</p> <p>The proposal does not seek to change existing controls relating to Caravan Parks or Manufactured Home Estates. The proposal does not prohibit the development of future Caravan Parks and Manufactured Home Estates.</p>
<b>3.3 Home Occupations</b>	
<p>Aims to encourage the carrying out of low-impact small businesses in dwelling houses.</p>	<p>Consistent</p> <p>The subject proposal does not seek to enable small business on site but the subject proposal does not prohibit this activity being conducted in the area.</p>
<b>3.4 Integrating Land Use &amp; Transport</b>	

Direction	Comment
<p>Aims to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts to achieve: improving access to housing, jobs and services by walking, cycling and public transport; increasing choice of available transport and reducing transport on cars; reducing travel demand; supporting efficient and viable public transport services; and provide for efficient movement of freight.</p> <p>Applies when a planning proposal creates alters or moves a zone or provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p>	<p>Consistent</p> <p>The subject site is located approximately 200m from bus-stops on Terrigal Drive which provide a public transport option to the private motor vehicle.</p>
<b>Hazard &amp; Risk</b>	
<b>4.1 Acid Sulfate Soils</b>	
<p>Aims to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>Applies when a relevant planning authority prepares a planning proposal that will apply to land having a probability of containing acid sulfate soils.</p>	<p>Consistent</p> <p>The site contains Class 3 and Class 4 Acid Sulfate Soils (ASS). Any future building works would require an assessment of the potential for ASS to occur.</p>
<b>4.3 Flood Prone Land</b>	
<p>Aims to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</p> <p>Applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p>	<p>Inconsistent</p> <p>Since the Place of Public Worship was approved in 1998, a revised flood study was undertaken by Council in 2012 which shows that the approved bridge no longer caters for the 1% AEP flood event. The intensification of uses on site and is not supported as it would be likely to significantly increase in the number of people using the property who would need to be evacuated during a flood event.</p>
<b>4.4 Planning for Bushfire Protection</b>	
<p>Aims to protect life, property and the environment from bushfire hazards, and encourage sound management of bushfire prone areas.</p> <p>Applies when a planning proposal affects or is in proximity to land mapped as bushfire prone land.</p>	<p>Consistent</p> <p>In the preparation of a planning proposal request, the relevant planning authority must consult with the Commissioner of the NSW Rural Fire Service following receipt of a gateway determination.</p> <p>The subject land is classified as Rural Fire Service</p>

Direction	Comment
	Bushfire Category 1 and Vegetation Buffer. Should Council and DP&E support the planning proposal, then the gateway determination would require consultation with the Rural Fire Service.
<b>Regional Planning</b>	
<b>5.10 Implementation of Regional Plans</b>	
Aims to give legal effect to the vision, land use strategy, policies, outcomes and actions contained within regional strategies. Applies when the relevant planning authority prepares a planning proposal that is located on land addressed within the Far North Regional Strategy, Lower Hunter Regional Strategy, Central Coast Regional Strategy, Illawarra Regional Strategy & South Coast Regional Strategy.	Consistent The Planning Proposal is considered to be consistent with the directions and actions contained in the Central Coast Regional Plan as indicated in the response to Question 3 above.
<b>Local Plan Making</b>	
<b>6.1 Approval and Referral Requirements</b>	
Aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. Applies when the relevant planning authority prepares a planning proposal. This Direction requires a Planning Proposal to minimise the inclusion of concurrence/consultation provisions and not identify development as designated development.	Consistent The planning proposal will not increase the need for referrals for development applications.
<b>6.2 Reserving Land for Public Purposes</b>	
Aims to: a) Facilitate the provision of public services and facilities by reserving land for public purposes and b) Facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	Consistent The proposal does not result in the reduction of land for public purpose.
<b>6.3 Site Specific Provisions</b>	
Aims to discourage unnecessarily restrictive site specific planning controls. Applies when the relevant planning authority prepares a planning proposal to allow particular	Consistent If relevant mapping was updated no additional development standards than currently exist would be applied.

Direction	Comment
development to be carried out. The Planning Proposal must use an existing zone already applying in an environmental planning instrument and not impose any development standards in addition to those already contained in the environmental planning instrument. The proposal shall not contain or refer to drawings/concept plans that show details of the proposed development.	

*Table 5 – S9.1 Ministerial Direction Assessment*



**Item No:** 4.3  
**Title:** Response to Notion of Motion - Medical Centre Zoning  
**Department:** Environment and Planning

26 February 2018 Ordinary Council Meeting

Trim Reference: F2010/00500 - D13148310

Author: Jane Doyle, Development Assistant

Manager: Scott Duncan, Section Manager Land Use and Policy

Executive: Scott Cox, Director Environment and Planning

### Report Purpose

To provide information to Councillors on the Notice of Motion "Medical Centre Zoning" by Councillor Gale Collins regarding the current adequacy of zoning for medical centres across the Central Coast region.

### Recommendation

1 That Council receive the report on Response to Notion of Motion - Medical Centre Zoning.

**Moved:** Councillor Holstein

**Seconded:** Councillor McLachlan

### Resolved

1/18 That Council receive the report on Response to Notion of Motion - Medical Centre Zoning.

**For:**

**Unanimous**

### Background

At its Ordinary Meeting of 27 November 2017 Council unanimously resolved the following in response to Notice of Motion 6.1 (Attachment 1) by Councillor Rebecca Gale Collins:

767/17 "That Council staff investigate whether there is appropriate land use zones currently in place to enable the establishment of GP Surgery's and other health consulting rooms to service the medical needs of a growing population across the Central Coast region within a two month period and supply a report back to Council."

Medical centres, including General Practitioner (GP) surgeries, are a permissible land use under a number of local and state planning instruments in a number of land use zones across the Central Coast local Government Area (LGA).

**4.3 Response to Notion of Motion - Medical Centre Zoning (contd)**

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The primary planning instruments applicable include:

1. *Wyong Local Environmental Plan 2013* (WLEP 2013);
2. *Gosford Local Environmental Plan 2014* (GLEP 2014); and
3. *State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure).

**4.3 Response to Notion of Motion - Medical Centre Zoning (contd)**

Table 1 below identifies the land use zones where medical centres are permissible.

Table 1. Summary of Health Service Facilities Permissible with Consent

Instrument	Land Use Permissibility Zones			
	health services facility (group term)	medical centre	health consulting rooms	hospital
<b>WLEP 2013</b>	B1, B2, B3, B4, B5, B6, B7 <sup>1</sup> , IN1, IN2 <sup>1</sup>	B1, B2, B3, B4, B5, B6, B7 <sup>1</sup> , IN1, IN2 <sup>1</sup>	R2, B1, B2, B3, B4, B5, B6, B7 <sup>1</sup> , IN1, IN2 <sup>1</sup>	B1, B2, B3, B4, B5, B6, B7 <sup>1</sup> , IN1, IN2 <sup>1</sup>
<b>GLEP 2014</b>	B1, B2, B3, B4, B5, B6	B1, B2, B3, B4, B5, B6	B1, B2, B3, B4, B5, B6	R2, B2, B3, B6,
<b>SEPP (Infrastructure)</b>	RU4 <sup>2</sup> , RU5, RU6 <sup>1</sup> , R1, R2, R3, R4 <sup>2</sup> , R5 <sup>1</sup> , B1, B2, B3, B4, B5, B6, B7, B8 <sup>2</sup> , SP1, SP2	RU4 <sup>2</sup> , RU5, RU6 <sup>1</sup> , R1, R2, R3, R4 <sup>2</sup> , R5 <sup>1</sup> , B1, B2, B3, B4, B5, B6, B7, B8 <sup>2</sup> , SP1, SP2	RU4 <sup>2</sup> , RU5, RU6 <sup>1</sup> , R1, R2, R3, R4 <sup>2</sup> , R5 <sup>1</sup> , B1, B2, B3, B4, B5, B6, B7, B8 <sup>2</sup> , SP1, SP2	RU4 <sup>2</sup> , RU5, RU6 <sup>1</sup> , R1, R2, R3, R4 <sup>2</sup> , R5 <sup>1</sup> , B1, B2, B3, B4, B5, B6, B7, B8 <sup>2</sup> , SP1, SP2

Notes:

<sup>1</sup> Zone does not apply in GLEP 2014

<sup>2</sup> Zone does not apply within Central Coast LGA

Zone Name Key	
B1 Neighbourhood Centre	SP2 Infrastructure
B2 Local Centre	RU1 Primary Production
B3 Commercial Core	RU2 Rural Landscape
B4 Mixed Use	RU4 Primary Production Small Lots
B5 Business Development	RU5 Village
B6 Enterprise Corridor	RU6 Transition
B7 Business Park	R1 General Residential
B8 Metropolitan Centre	R2 Low Density Residential
IN 1 Light Industrial	R3 Medium Density Residential
IN 2 General Industrial	R4 High Density Residential
SP1 Special Activities	R5 Large Lot Residential

Council staff are currently working to consolidate both WLEP 2013 and GLEP 2014 (in addition to *Interim Development Order No. 122 – Gosford (IDO)* and the *Gosford Planning Scheme Ordinance (GPSO)*). This work will produce one Local Environmental Plan (LEP) and promote consistent land use permissibility in all zones across the Central Coast LGA. Attachment 2 and 3 identifies where these zones apply on the Central Coast.

**4.3 Response to Notion of Motion - Medical Centre Zoning (contd)**

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There is also the opportunity for applicants to seek a rezoning on a site to enable a medical centre to be permissible through the Planning Proposal process. This is known as a site specific LEP amendment to enable an Additional Permitted Use (APU). Council will consider these planning proposals for additional permitted uses where the merits of a site would support a medical centre use. In these circumstances the planning proposal is to be supported by relevant planning studies and a needs analysis.

**Conclusion**

At present, it is considered that there is adequately zoned land across the Central Coast region, as well as a degree of flexibility, in state planning instruments to enable an adequate supply of medical centres and GP surgeries on the Central Coast.

**Attachments**

- |          |                                                                                       |           |
|----------|---------------------------------------------------------------------------------------|-----------|
| <b>1</b> | OM 27 November 2017 NOM 6.1 Medical Centre Zoning                                     | D13158459 |
| <b>2</b> | SEPP Infrastructure Permissibility of Health Services Facilities on the Central Coast | D13158455 |
| <b>3</b> | WLEP2013 & GLEP2014 Permissibility of Health Services Facilities on the Central Coast | D13158456 |

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**Minutes of the Ordinary Council Meeting of Council 27 November 2017 contd**

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**4.2 Community Grant Program Update**

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Councillor Hogan declared a significant pecuniary interest in the matter as the organisation she works for, San Remo Neighbourhood Centre, will be applying for grant funding. Councillor Hogan did not leave the chamber as this item was resolved under the exception method.

Councillor Holstein declared a significant non-pecuniary interest in the matter as he works part time for two of the applicants. Councillor Holstein did not leave the chamber as this item was resolved under the exception method.

Mayor Smith declared a not significant non-pecuniary interest in the matter as she is involved with organisations that have made submissions.

Councillor Pilon declared a not significant non-pecuniary interest in the matter for sponsorship and donations.

Councillor Gale Collins declared a not significant non-pecuniary interest in the matter as she has contacts within some of the applicants.

**Moved: Councillor Matthews**

**Seconded: Councillor Gale Collins**

**Resolved**

**766/17 That Council note the report on the Community Grant Program Update.**

**For:**

**Unanimous**

Mayor Smith adjourned the meeting at 10.52pm and reconvened at 11pm.

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**6.1 Notice of Motion - Medical Centre Zoning**

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Councillor McLachlan declared a significant pecuniary interest in the matter as he owns land that is currently in negotiations with a medical centre. Councillor McLachlan left the chamber at 11.00pm during consideration of this item, did not vote and returned at 11.10pm.

**Moved: Councillor Gale Collins**

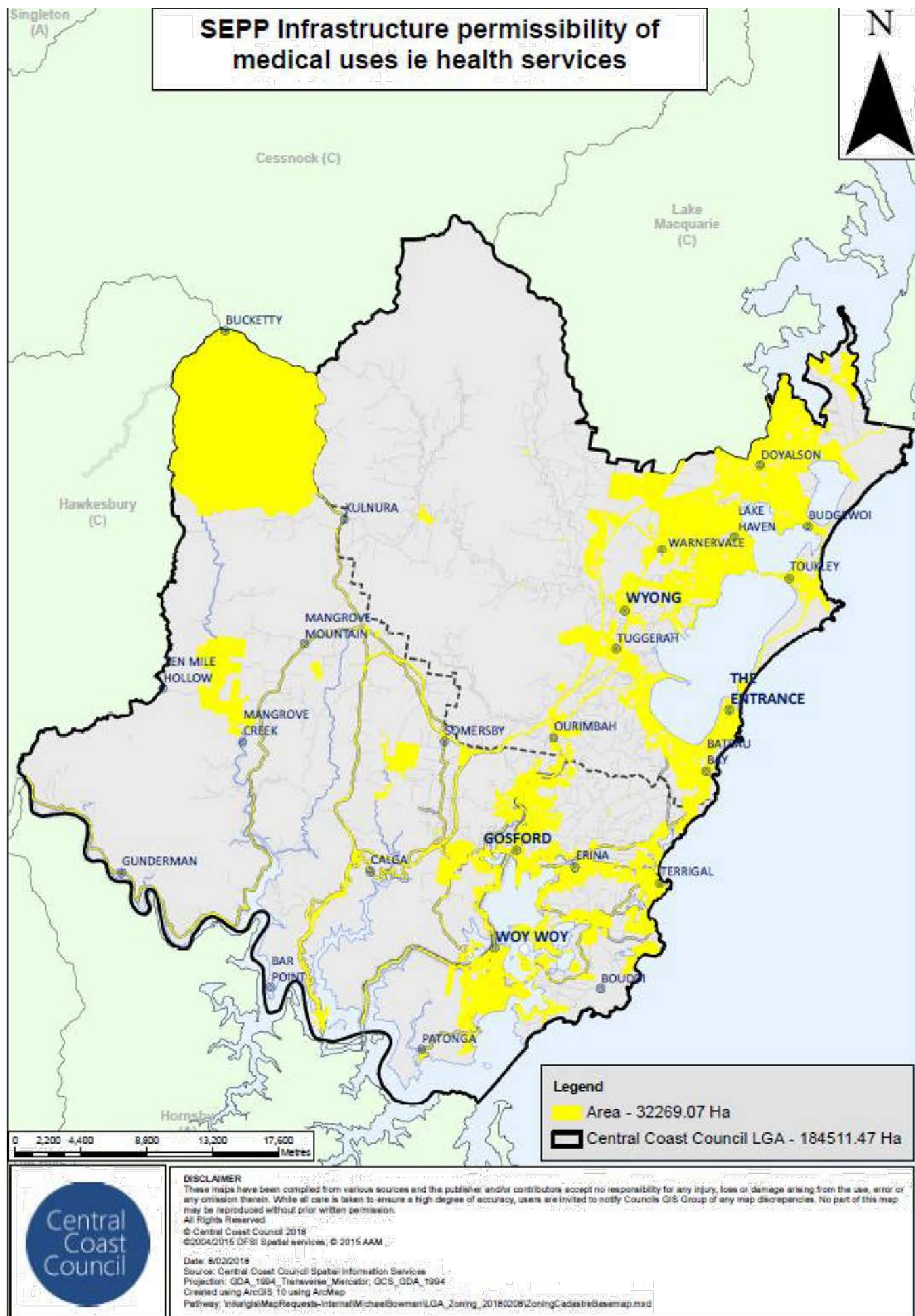
**Seconded: Councillor Pilon**

**Resolved**

**767/17 That Council staff investigate whether there is appropriate land use zones currently in place to enable the establishment of GP Surgery's and other health consulting rooms to service the medical needs of a growing population across the Central Coast region within a two month period and supply a report back to Council.**

**For:**

**Unanimous**







**Item No:** 2.2  
**Title:** Draft Somersby to Erina Corridor Strategy (Southern Growth Corridor)  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13357840

**Author:** Gary Hamer, Section Manager, Strategic Planning  
Trevor Ryan, Growth Centre/Corridors Development PI  
**Manager:** Matthew Prendergast, Unit Manager, Strategic Planning  
**Executive:** Scott Cox, Director, Environment and Planning

## Report Purpose

The purpose of this report is to seek Council's endorsement of the draft Somersby to Erina Corridor Strategy for the purposes of community consultation for 60 days.

## Recommendation

- 1 That Council, for the purposes of community consultation endorse the exhibition of the draft Somersby to Erina Growth Corridor Strategy for a minimum period of 60 days.**
- 2 That Council undertake a series of workshops on the draft Somersby to Erina Corridor Strategy as part of the exhibition period.**
- 3 That following exhibition of the draft Somersby to Erina Corridor Strategy) Council consider a further report on results of community consultation.**

## Background

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

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

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

## 2.2 Draft Somersby to Erina Corridor Strategy (Southern Growth Corridor) (contd)

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- Direction 1: Grow Gosford City Centre as the region's capital
- Direction 2: Focus economic development in the Southern and Northern Growth Corridors.

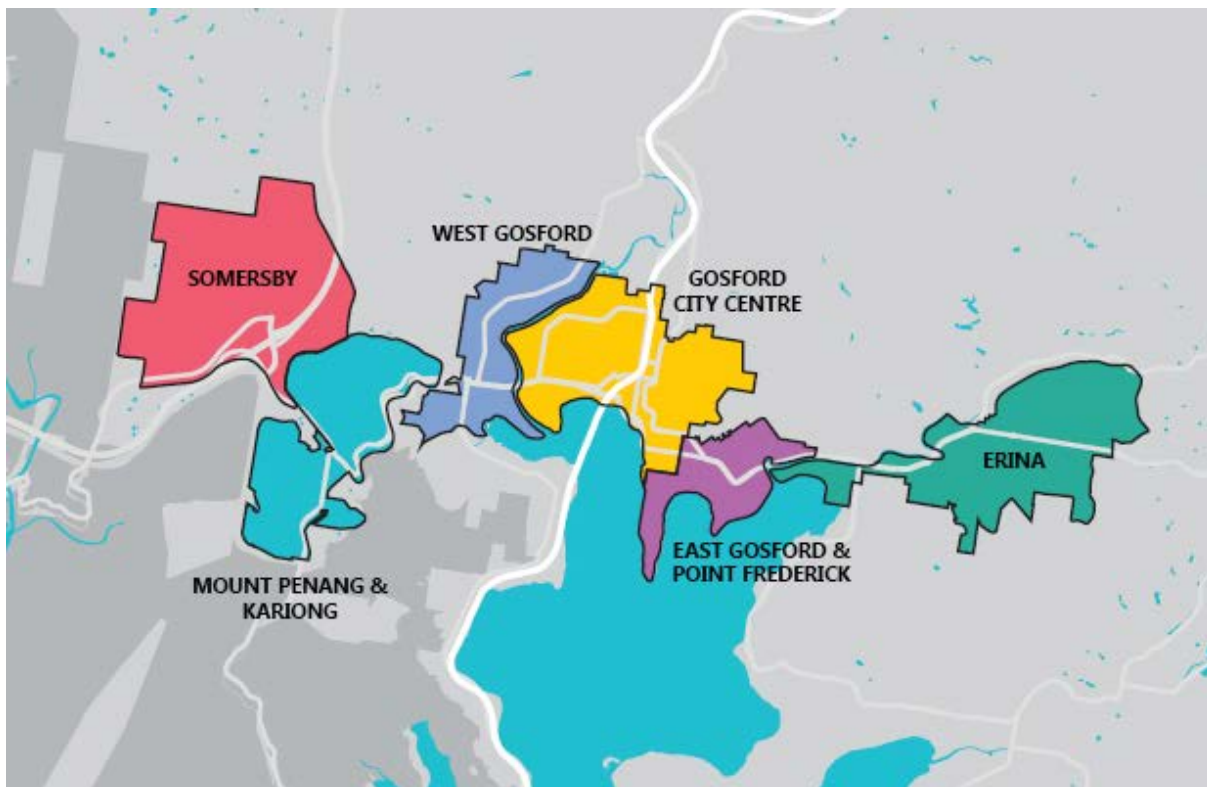
The Southern Growth Corridor describes the centres along the Central Coast Highway between Somersby and Erina, referred to as the Somersby to Erina Corridor (the Corridor). This strategy has been prepared by Council as the next step in implementing the CCRP.



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

### Report

The draft Somersby to Erina Corridor Strategy covers the six centres along the Central Coast Highway - Somersby, Mount Penang/Kariong, West Gosford, Gosford City Centre, East Gosford/Point Frederick and Erina. It was prepared by Central Coast Council in conjunction with a consultant team comprising of Architectus (strategic planning and urban design), SGS Economics and Planning (economics) and ARUP (transport planning).



**Figure 2: Somersby to Erina Corridor – Six Centres**

The purpose of the Corridor Strategy is to:

1. Present a clear, focussed and shared vision for the Corridor at a local and State level;
2. Provide a policy that supports the State Government and Central Coast Council's decisions about land use planning;
3. Provide a framework for assessing development applications and Planning Proposals (rezoning applications);
4. Provide a guide on how to prioritise public spending on public domain and infrastructure within the Corridor;
5. Provide a basis for collaboration with Transport for NSW regarding the proposed Rapid Transit bus service; and
6. To market and celebrate the many great businesses and events in Gosford and to connect businesses to each other.

The strategy identifies the long-term vision for the Corridor and its centres and sets directions and actions to guide land use planning and development within the Corridor. It is intended to enable the Central Coast to grow in a sustainable way, by allowing for future growth along the Corridor with a focus on existing centres. Therefore the strategy aims to not compromise those attributes the community have identified that make the area such a unique and desirable place to live and work.

***Preferred Development Option***

A number of development options were assessed against planning, economic, transport and liveability criteria to determine a preferred development approach for the Corridor. The multi – criteria assessment found that the preferred development option was one with a focus on Gosford City Centre and the provision of a Bus Rapid Transit system. This development option is the most consistent with the CCRP Goals and Directions. It seeks to concentrate investment in Gosford City Centre, support job growth and provide adequate land for population growth. Key aspects of this option are:

- Developing strategies to support the role of Gosford City Centre as a vibrant and exciting regional centre. Supporting the recent work of the Department of Planning and Environment and the NSW Government Architect.
- Working with relevant agencies to introduce a Bus Rapid Transit system to connect the centres directly and quickly, supporting the growth of the centres and Corridor identity.
- Maintaining the employment focus and zoning in West Gosford and Erina centre.
- Maintaining and supporting the industrial zone in Somersby.
- Investment in infrastructure and tourism that supports the sustainable growth of the regional centre over time.

Key recommendations of the strategy can be summarised as follows:

- 1) A land use strategy that allows for, and infrastructure that supports population increase of 6,395 residents in the Corridor between 2016 and 2036.
- 2) Adequate employment lands and opportunities in centres for an increase of 9,866 jobs in the Corridor between 2016 and 2036 – 39% of the Central Coast LGA’s anticipated growth in this time.
- 3) Focus residential development in existing centres in the short to moderate term of Gosford City Centre, East Gosford and Point Frederick with the most density in Gosford City Centre – reinforcing its role as the capital city of the Central Coast.
- 4) Protect employment and environmental lands, and support growth with transport and infrastructure.
- 5) Public investment to be focused in Gosford City Centre in the short term (of a 20 year plan up to 2036) to position Gosford for investment and growth.
- 6) Investigate a secondary transport link between centres.
- 7) Promote the Corridor as one of the State’s best weekender destinations – the proposed “Great Weekender Trail” Catalyst Project will help promote weekend tourism anchored by food and drinks, art and culture, sport and festivals and events at Mount Penang.

This option is projected to accommodate 11% of new dwelling requirements for the Central Coast along the Corridor and the forecast jobs growth is estimated to generate \$5,010 million net gross value added (GVA) for the Central Coast LGA.

### ***Corridor Strategies***

The strategy identifies five broad strategies that relate to all six centres that make up the Corridor. These strategies provide a Vision, Directions, Actions and Catalyst Projects to implement the CCRP's Goals of the Southern Growth Corridor and Gosford City Centre:

**1) *Six Successful Centres***

The success of the Corridor and Gosford City Centre as a Regional Centre will be reliant on creating six successful centres within the Corridor – each with their own unique role and character. Diverse centres will make Gosford interesting and provide different experiences. More importantly, different centres will provide for housing diversity (houses, villas/townhouses, apartments), employment diversity and opportunity (industrial, services, professional) because the scale and type of development in each centre will be different.

**2) *Transport Strategy***

Maximising active and public transport connections between activity nodes and between centres, and Gosford to Sydney is central to the success of each centre and will contribute to the two primary Directions for the Corridor in the CCRP. The proposed new Rapid Transit Bus network connecting all centres to Gosford in under 10 minutes, is the priority action for transport in the Corridor.

**3) *Culture and Tourism Strategy***

Realising Gosford's potential as a great weekend tourist destination. The Corridor already accommodates a great variety of cultural activities, landscape and natural attractions and cottage industries. Collectively, with further planning, a strategically located trail could ensure these existing attractions, and the walk or cycle between them, can be a destination in its own right. The Trail could also form the basis for future civic and cultural activities.

**4) *A Landscaped Corridor Strategy***

The journey along the Central Coast Highway from Somersby to Erina already provides a range of natural and landscaped settings. This strategy aims to capitalise on the existing landscape features. By protecting and promoting the existing inter-urban green breaks, using landscaping throughout the Corridor to identify gateways, and planting themes to create identity in each centre. Providing a green and beautiful arrival experience to Gosford and throughout the Corridor will contribute to its competitive edge in the future.

**5) *Sustainability and Resilience Strategy***

Providing for a resilient Somersby to Erina Corridor is essential for Corridors success. The Corridor will house a significant proportion of the population and employment growth of the Central Coast LGA. The Corridor faces some major risks including bushfires, flooding, inundation from rising water levels, traffic congestion and lack of public transport connectivity across the Corridor. Planning for resilience across the

Corridor is essential to respond to changes associated with population increases and risks posed by changing weather patterns.

### Centre Strategies

The Corridor is made up of six centres, each with a unique role in the functioning of the Corridor and the Central Coast Region. The strategy adopts a place-based approach with the aim of creating centres with their own identity that provide a range of experiences and diverse housing and jobs that support the success of Gosford City Centre as the Regional City.



**Figure 3: Role and Character - Six Successful Centres**

This section of the strategy presents a vision, structure plan and recommendations for each centre to guide planning and development in a balanced and sustainable way. Targets for each centre are aimed to ensure that population and employment growth occurs in the right places. The strategy sets Directions for each centre. Actions and Catalyst Projects are identified to ensure development, investment and strategic planning is consistent with the directions.

### Consultation

During the preparation of the Somersby to Erina Corridor Strategy consultation was undertaken both internally within Council and with Government Agencies, including:

- Transport for NSW
- Roads and Maritime Services
- NSW Department of Planning and Environment
- Department of Premier and Cabinet
- Department of Education and Training

## 2.2 Draft Somersby to Erina Corridor Strategy (Southern Growth Corridor) (contd)

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- Office of Environment and Heritage
- TAFE NSW
- NSW Health

Comments received have been incorporated into the strategy.

This report seeks Council's endorsement to place the draft Somersby to Erina Corridor Strategy on public exhibition for a minimum of 60 days. It is also recommended that Community Information Workshops and meetings with interest groups such as Chambers of Commerce, UDIA, CCCEN and Community Groups be undertaken to inform a final strategy and recommendations.

### **Councillor Consultation**

A Councillor Briefing was undertaken on 16th August 2018 informing Councillors of the project scope, progress and proposed steps in enabling the Strategy to progress to public exhibition.

The following matters were raised at the Councillor Briefing and comments are provided below:

#### *Impacts to Transport and Traffic along the Central Coast Highway?*

ARUP Traffic and Transportation Engineers prepared a 'Transport Assessment' of the Somersby to Erina corridor. The assessment identifies current transport trends and makes recommendations in the strategy to improve all non-car modes to help tackle car dependency. The recommendations also aim to support the future growth of the Corridor over the next 20 year period and include public transport, active transport and travel behaviour recommendations. The successful implementation of these recommendations through the future adoption and implementation of the strategy, will alleviate current and future transport and traffic impacts along the Central Coast Highway.

### **Financial Impact**

The direct cost to Council is the consultant cost of \$200,000 for assisting with the preparation of the strategy. This has already been allocated for in Council's budget.

Council will also cover the cost of public exhibition of the strategy estimated to be \$60,000. Money has already been allocated for this in Council's 2018/2019 budget.

**Link to Community Strategic Plan**

**Theme 2: Smart**

*Goal C: A growing and competitive region*

C1: Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast.

C2: Revitalise Gosford City Centre, Gosford Waterfront and town centres as key destinations and attractors for business, local residents, visitors and tourists.

C3: Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents.

**Theme 2: Smart**

*Goal D: A place of opportunity for people*

D2: Support local business growth by providing incentives, cutting red tape and encouraging social enterprises.

D3: Invest in broadening local education and learning pathways linking industry with Universities, TAFE and other training providers.

**Theme 4: Responsible**

*Goal G: Good governance and great partnerships*

G2: Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect.

G3: Engage with the community in meaningful dialogue and demonstrate how community participation is being used to inform decisions.

**Theme 4: Responsible**

*Goal I: Balanced and sustainable development*

I1: Preserve local character and protect our heritage and rural areas including concentration of development along transport corridors and around town centres.

### **Theme 5: Liveable**

#### *Goal J: Reliable public transport and connections*

J1: Create adequate, reliable and accessible train services and facilities to accommodate current and future passengers.

J3: Improve bus and ferry frequency and ensure networks link with train services to minimise journey times.

J4: Design long-term, innovative and sustainable transport management options for population growth and expansion

#### *Goal K: Out and about in fresh air*

K1: Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities.

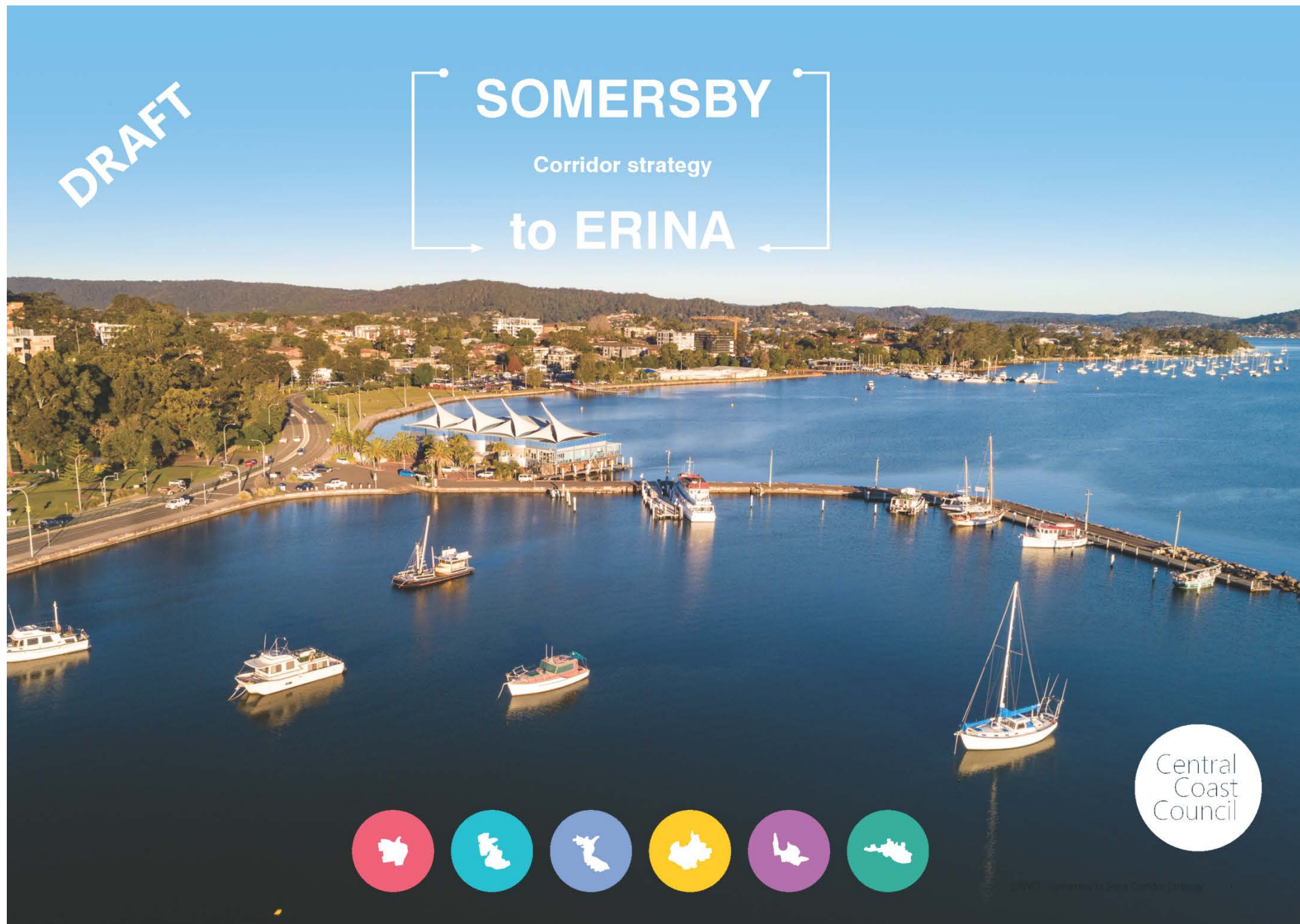
### **Conclusion**

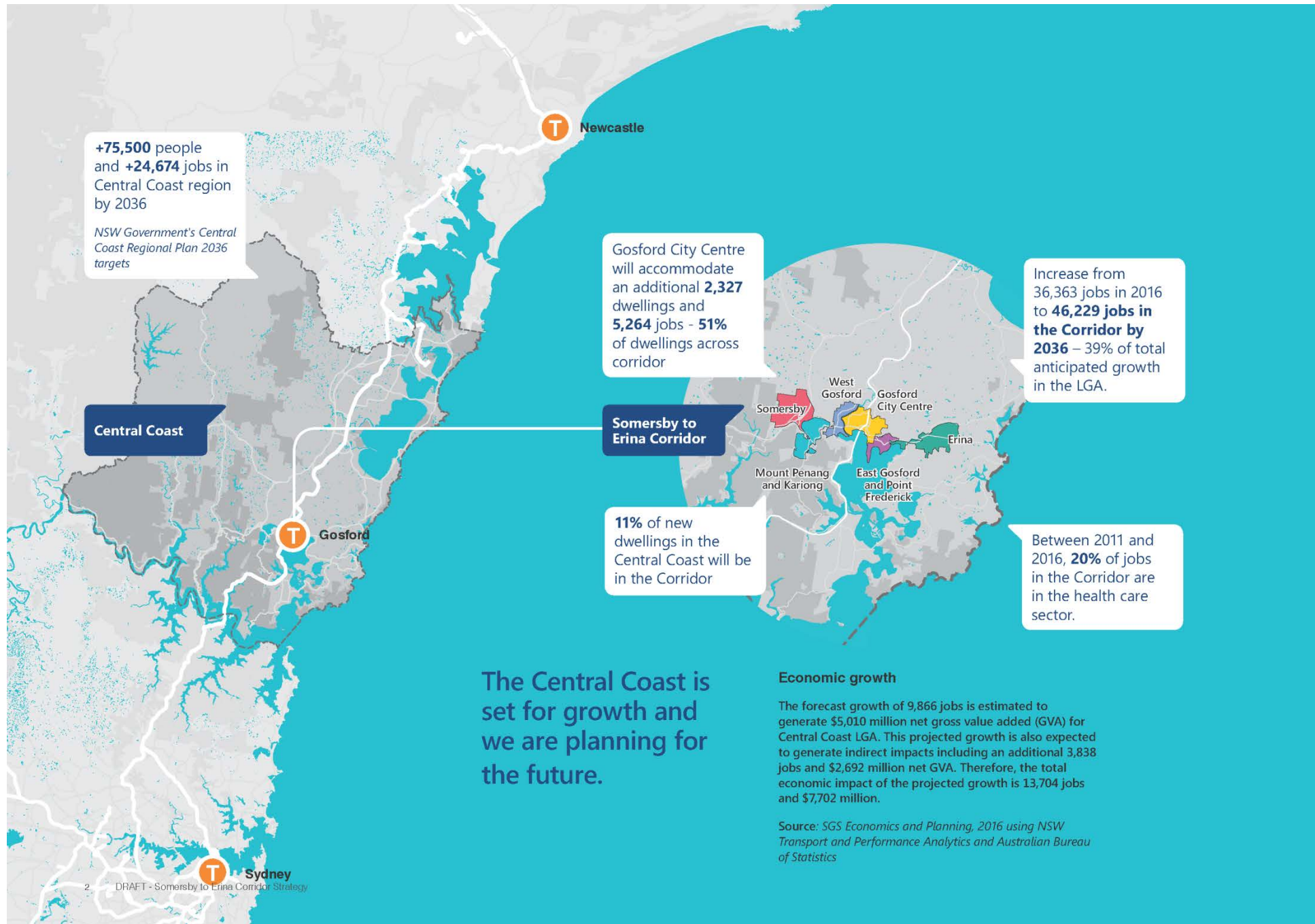
The draft Somersby to Erina Corridor Strategy has been prepared by Council as the next step in implementing the CCRP. It identifies the long term vision for the Corridor and its centres and sets directions and actions to guide future land use planning and development within the Corridor. It promotes growth within existing centres which will allow the Corridor to grow in a sustainable way, and not compromise the attributes that make the area such a unique and desirable place to live and work.

This report recommends public exhibition for a minimum of 60 days and a number of community consultation workshops and meetings which will allow the community to have input on the strategy which will guide planning and development for the corridor to 2036.

### **Attachments**

#### **1 Draft Somersby to Erina Corridor Strategy**





# Introduction to the Somersby to Erina Corridor Strategy

## What is the Somersby to Erina Corridor Strategy?

The Somersby to Erina Corridor is the collection of six centres connected by the Central Coast Highway.

The Somersby to Erina Corridor Strategy (the Corridor Strategy) has been prepared by Central Coast Council to:

- Guide the growth and investment in the six centres of Somersby, Mount Penang and Kariong, West Gosford, Gosford City Centre, East Gosford and Erina and
- Implement the directions of the NSW Government's Central Coast Regional Plan 2036 (CCRP).

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

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

Under these goals are a list of Directions, intended to guide planning and investment in the region.

This Corridor Strategy has been developed to implement two Directions of the CCRP in particular:

**CCRP Direction 1**  
**Grow Gosford City Centre as the region's capital**

**CCRP Direction 2**  
**Focus economic development in the Southern and Northern Growth Corridors**

The Southern Corridor describes the centres along the Central Coast Highway between Somersby and Erina – otherwise known as the **Somersby to Erina Corridor**. This Strategy has been prepared by Council as the next step in implementing the Regional Plan.

## Project team

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

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

## Purpose of the Corridor Strategy

The Somersby to Erina Corridor Strategy is a set of Directions, Actions and Catalyst Projects that will help Government and the development sector create a Corridor that the community want to live in.

This Corridor Strategy, once adopted, will be used for the following purposes:

- 1 To present a clear, focussed and shared vision for the Corridor at local and State level.
- 2 As a policy that supports State Government and Central Coast Council's decisions about land use planning.
- 3 A framework for assessing development applications and Planning Proposals (rezoning applications).
- 4 As a guide on how to prioritise public spending on public domain and infrastructure within the Corridor.
- 5 As a basis for collaboration with Transport for NSW regarding the proposed Rapid Transit bus service.
- 6 To market and celebrate the many great businesses and events already in Gosford, and to connect businesses to each other.



*The Somersby to Erina Corridor is the collection of six centres connected by the Central Coast Highway*



## Vision for the Somersby to Erina Corridor

A thriving Gosford City Centre with employment opportunities, housing choice, events, education, restaurants, bushwalks and rides, shopping, culture and waterfront activities that rival any city.

An exciting urban lifestyle within minutes of the water and the most incredible bushlands and National Parks.

A Corridor that experiences balanced, quality growth so that each centre retains its sense of place and community.



### Summary of our recommendations

This document presents:

- 11 Strategies
- 19 Directions
- 49 Actions
- 06 Catalyst Projects
- 06 Centre Structure plans

The key recommendations can be summarised as:

- 1 A land use strategy that allows for, and infrastructure that supports, **population increase of 6,395 residents** in the Corridor between 2016 and 2036. This equates to approximately 8.5% of the anticipated growth of 75,500 for the Central Coast over the next 20 years.
- 2 Adequate employment lands and opportunities in centres for **an increase of 9,866 jobs in the Corridor** between 2016 and 2036 - 39% of the Central Coast LGA's anticipated growth in this time.
- 3 **Focus residential development in existing centres** in the short to moderate term of Gosford City Centre, East Gosford and Point Frederick with the most density in Gosford City Centre – reinforcing its role as the capital city of the Central Coast.
- 4 Protect employment and environmental lands, and support growth with transport and infrastructure.
- 5 **Public investment to be focussed in Gosford City Centre** in the short term (of a 20 year plan up to 2036) to position Gosford for investment and growth.
- 6 Promote the Corridor as **one of the State's best weekend destinations** – the proposed "Great Weekender Trail" Catalyst Project will help promote weekend tourism anchored by food and drinks, arts and culture, sport and festivals and events at Mount Penang.

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Point Frederick



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Erina



## How the Corridor Strategy works



### Corridor Strategies

This strategy identifies five (5) broad strategies that relate to all six (6) centres that make up the Somersby to Erina Corridor:

1. Six successful centres strategy
2. Transport strategy
3. Cultural and tourism strategy
4. A landscaped corridor strategy
5. Sustainability and resilience strategy

The Corridor Strategies section of this strategy presents our key findings and sets Directions for each of the above. Actions and Catalyst Projects are identified to ensure development, investment and strategic planning is consistent with the Directions.



### Centre strategies

It is our aim to present a clear vision for land use and character of each of the six (6) centres.

This section of the strategy goes into more detail for each of the centres, and presents a vision, structure plan and recommendations for each centre.

The strategy sets Directions for each centre. Actions and Catalyst Projects are identified to ensure development, investment and strategic planning is consistent with the Directions.



### Direction

### Directions

The Corridor Strategy sets out 19 Directions for the Corridor. The Directions are broad objectives that capture Council's position on an issue for the Corridor, or promote a vision. There are 5 Corridor-scale Directions and 14 Centre-scale Directions.

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

### Action

### Actions

This strategy presents a list of Actions to achieve each Direction. These Actions include studies that need to be undertaken, policies and controls that need to be made/amended, and the next steps for engagement, seeking funding, or doing further work to initiate projects in the Corridor. There are Actions that support Corridor-scale Directions, and Actions that support more focussed Centre-scale Directions.

The implementation chapter of this strategy is a schedule of the Actions, which allocated responsibilities and timeframes. It is suggested that there be an annual Council report to track progress on the Actions. It is critical that this document is also updated annually, to re-prioritise or set new Actions as time goes on.
































































### Catalyst Projects

Some of the Actions are a project, or could lead to a project.

Through this strategy, 6 Catalyst Projects were identified as having the potential to be realised early, or have the potential to catalyse development or investment in line with the Directions. Their identification as a Catalyst Project signals their priority and importance. These projects should be the focus of public spending and attention.

## Strategy on a page

	Corridor					Centres			
<b>11 Strategies</b>	 <b>Six Successful Centres</b>	 <b>Transport Strategy</b>	 <b>Culture and Tourism Strategy</b>	 <b>A Landscaped Corridor Strategy</b>	 <b>Sustainability and Resilience Strategy</b>	 <b>Somersby Strategy</b>	 <b>Mount Penang and Kariong Strategy</b>		
<b>19 Directions</b>	 <b>1</b> <b>Direction 1</b> Six successful centres with unique roles and characters	 <b>2</b> <b>Direction 2</b> Maximise active and public transport connections between activity nodes and between centres	 <b>3</b> <b>Direction 3</b> Realise Gosford's potential as a great weekend tourist destination	 <b>4</b> <b>Direction 4</b> Provide a green and beautiful arrival experience to Gosford and the Corridor	 <b>5</b> <b>Direction 5</b> A resilient Somersby to Erina Corridor	 <b>6</b> <b>Direction 6</b> Ensure the long-term success of Somersby Employment Area	 <b>7</b> <b>Direction 7</b> Protect Somersby Employment Area's history and landscape	 <b>8</b> <b>Direction 8</b> Mount Penang and Kariong as the Coast's premier Festival and Entertainment location	 <b>9</b> <b>Direction 9</b> Mount Penang Commercial Precinct to support economic growth in the Corridor
<b>49 Actions</b>	<b>Action 1.1</b> Use the Corridor Strategy as the basis for Local Character statements for each centre to be included in the new comprehensive Development Control Plan. <b>Action 1.2</b> Prepare an Economic Development Strategy for the Corridor	<b>Action 2.1</b> Business Case for a Rapid Bus Corridor <b>Action 2.2</b> Active transport strategy <b>Action 2.3</b> Gosford to Sydney in less than an hour by train <b>Action 2.4</b> Council should prepare a parking strategy	<b>Action 3.1</b> Council will prepare, design and plan a 'cultural trail' project - the 'Great Weekender Trail' <b>Action 3.2</b> ↑ The Great Weekender Trail website and coordinator <b>Action 3.3</b> Heritage strategy as a layer of the Trail and incorporating Gosford Heritage Interpretation Strategy <b>Action 3.4</b> Great Weekender Trail mobile application + coordinated events	<b>Action 4.1</b> Central Coast Highway Landscape Strategy <b>Action 4.2</b> Amendments to the Development Control Plan <b>Action 4.3</b> Business case to support Catalyst Projects	<b>Action 5.1</b> Risk assessment <b>Action 5.2</b> Urban Sustainability Strategy <b>Action 5.3</b> Disaster Resilience Strategy <b>Action 5.4</b> Climate Change Policy	<b>Action 6.1</b> Employment Lands Strategy <b>Action 6.2</b> Investigate opportunities for the re-use of the Old Sydney Town site	<b>Action 7.1</b> Collaborate with relevant Government Agencies in the review and implementation the Somersby Plan of Management <b>Action 7.2</b> Somersby Public Domain Strategy	<b>Action 8.1</b> Festival Strategy and Land Use Review <b>Action 8.2</b> Mount Penang and Kariong website and coordinator	<b>Action 9.1</b> Support HCCRDC to develop the Kangaroo Road + Highway Commercial Precinct.
<b>06 Catalyst Projects</b>		 <b>Catalyst Project A</b> The Gosford Great-Weekender Trail	  <b>Catalyst Project B</b> The Gosford Great-Weekender Trail <b>Catalyst Project C</b> Food and entertainment festival at Central Coast Mariners home games	 <b>Catalyst Project D</b> Somersby Gateway + West Gosford Gateway Entry Statements		 <b>Catalyst Project E</b> Somersby Hub		 <b>Catalyst Project F</b> Mount Penang Forest Trails	

	 West Gosford Strategy	 Gosford City Centre Strategy						 East Gosford and Point Frederick Strategy	 Erina Strategy	
	 10 Direction 10 Retain and enhance the existing residential amenity of Kariong and its local centre	 11 Direction 11 Set up West Gosford for future renewal	 12 Direction 12 Ensure ongoing success of bulky goods and urban services	 13 Direction 13 A busy and exciting Gosford City Centre	 14 Direction 14 A city set in nature	 15 Direction 15 Invest in Gosford's Public Domain	 16 Direction 16 Grow Gosford's Health Precinct and connect the Health Network	 17 Direction 17 A walkable East Gosford and Point Frederick neighbourhood	 18 Direction 18 Connect Erina Fair back into the Main Street of Erina	 19 Direction 19 Set up Erina for future renewal
	 10.1 Improve public domain and connections to Kariong Centre and local community spaces	 11.1 Structure Plan for future renewal south of the Highway  11.2 West Gosford public domain strategy  11.3 Master plan for West Gosford retail centre	 12.1 Policy direction to protect current zones until further review	 13.1 Site for Newcastle University  13.2 Public Domain and Streetscape Masterplan  13.3 Train station and bus interchange upgrade  13.4 A site for the markets	 14.1 The Point Clare to Gosford Rail Shared Path  14.2 Presidents Hill Aboriginal Trail  14.3 Connection to the waterfront	 15.1 Implement the NSW Government Architect's UDIF  15.2 Gosford Boardwalk and waterfront strategy	 16.1 Facilitate the development of allied health, education, training and aged care services and research facilities in the Health Precinct in Gosford's City North  16.2 Respond to public transport, rail and road network improvements and manage parking	 17.1 Master Plan for East Gosford Local Centre  17.2 Strategy for The Entrance Road/Central Coast Highway  17.3 Pocket parks  17.4 Missing link in the Great Weekender Trail - The Gosford Gallery Nature Walk	 18.1 Create an active and outward looking western edge to Erina Fair  18.2 Investigate public recreational uses within the existing bushland  18.3 Provide an attractive walkable link through the centre connecting destinations	 19.1 Karalta Road Public Domain Master Plan  19.2 Structure plan for the future mixed-use renewal of certain precincts

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





## CCRP Goal 1 – A prosperous Central Coast with more jobs close to home

# Central Coast Regional Plan: Direction 1

Grow Gosford City Centre as  
the region's capital

CCRP Actions	Gosford Corridor Strategy – how it implements the CCRP
<b>1.1 Grow Gosford City Centre as the region's capital and focus of professional, civic and health services for the region's population.</b>	The Gosford Corridor Strategy sees the success of the Gosford City Centre as a vibrant and successful Regional Capital City as fundamental to the success of all of the other economic, social and transport objectives for the Southern Corridor and the region. The Corridor Strategy provides directions and actions to achieve this outcome, including: <ul style="list-style-type: none"> <li>– <b>Direction 1</b> – Six successful centres with unique roles and character</li> <li>– <b>Direction 12</b> – A busy and exciting Gosford City Centre</li> <li>– <b>Direction 13</b> – A city set in nature</li> </ul>
<b>1.2 Undertake and integrate precinct planning for the Waterfront, Arts and Entertainment, City Core, Railway and Hospital precincts – to grow jobs and coordinate the delivery of improved transport infrastructure.</b>	The chapter on Gosford City Centre presents a structure plan for the centre that: <ul style="list-style-type: none"> <li>– Reinforces the 3 'Places' identified within the Government Architect's Urban Design Implementation Framework.</li> <li>– Provides principles for connections and the character of each centre Catalyst Projects in key precincts</li> </ul>
<b>1.3 Attract and facilitate greater commercial development in Gosford City Centre by improving the public domain and providing opportunities for development through local planning controls.</b>	The NSW Government Architect recently prepared the Gosford City Centre Urban Design Implementation Framework (UDIF), which provides some specific guidance for 3 key places – City North, The Civic Heart and City South. The key recommendations of this work have been integrated in the Gosford City Centre Structure Plan and actions.
<b>1.4 Promote Gosford City Centre as an attractive place to live, work and play through local planning controls that support vibrant and safe cultural, entertainment and visitor activities.</b>	These actions are supported through the Directions, Actions and Catalyst Projects presented in this Strategy. In specific relation to promoting cultural, entertainment and visitor activities, refer to <b>Direction 3</b> – Realise Gosford's potential as a great weekend tourist destination, and the Actions and Catalyst Projects under this Direction.

CCRP Actions	Gosford Corridor Strategy – how it implements the CCRP
<b>1.5 Enhance the growth potential of the health precinct around the Gosford Hospital and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region.</b>	This Strategy provides strategies for improving connections to the Health Precinct ' <b>Direction 16</b> ' and providing more amenity in the centre to support workers and patients. This Strategy also recognises the importance of planning head for growth in health and education uses and allied services to support the hospital into the future. Refer to the Gosford City Centre Structure Plan and related Actions and Catalyst Projects.
<b>1.6 Integrate the railway station with other activities and seek opportunities to improve east-west connectivity across the railway line.</b>	Connections to the station by foot, bike and secondary transport networks are considered in the GANSW and DPE's UDIF. Refer to the Gosford City Centre UDIF, SEPP and DCP.
<b>1.7 Identify opportunities for the consolidation and relocation of government services and agencies to Gosford City Centre.</b>	The Strategy identifies urban design and public domain projects to create a great city environment and support investment in the City Centre.
<b>1.8 Ensure that development in Gosford City Centre responds to its natural setting and complements the public domain.</b>	Protecting this city's natural setting will be critical to its success going forward. The Strategy provides specific directions on this issue in <b>Direction 4</b> – Provide a green and exciting arrival experience to Gosford and <b>Direction 14</b> – A city set in nature.
<b>1.9 Improve access to Gosford City Centre from the west and north.</b>	This Strategy presents ideas and projects for improving pedestrian, cycle and public transport access into all of the centres. Refer particularly to <b>Direction 2</b> – Maximise active and public transport connections between activity nodes and between centres.



## Central Coast Regional Plan: Direction 2

Focus economic development in the Southern and Northern Growth Corridors

CCRP Actions	Gosford Corridor Strategy – how it implements the CCRP
<b>2.1</b> Undertake precinct planning for Somersby Business Park, Mount Penang and Kariong to expand employment in the regional gateway and improve services, synergies between activities and access to the M1 Pacific Motorway and Central Coast Highway.	The second part of this Strategy presents structure plans for each of the six centres, focusing on land use, connections, Catalyst Projects and actions for each centre (including where future studies and precinct planning is required).
<b>2.2</b> Capitalise on improved access from the \$170 million upgrade of the Central Coast Highway, Brisbane Water Drive and Manns Road intersection to increase employment diversity and integrate land uses at West Gosford.	The structure plan, directions and actions for West Gosford seek to improve the public domain, amenity and connections for businesses and residents in the centre. <b>Direction 4</b> - Provide a green and exciting arrival experience to Gosford provides ideas to improve the appearance and pedestrian comfort on these roads.
<b>2.3</b> Deliver renewal plans for Gosford City Centre to enhance the function of the Southern Growth Corridor.	This Strategy provides Directions, a structure plan and actions for the Gosford City Centre. This work will be complemented by more detailed studies of the centre, such as the NSW Government Architect' Urban Design Implementation Framework
<b>2.4</b> Support revitalisation and localised development opportunities in East Gosford.	See <b>Direction 16</b> - A walkable neighbourhood. See also Part 2 of the Strategy, which provides Directions, Actions and a structure plan for East Gosford.

CCRP Actions	Gosford Corridor Strategy – how it implements the CCRP
<b>2.5</b> Plan for a growing and vibrant mixed-use centre at Erina that is well-connected and has enhanced urban amenity.	See <b>Direction 17</b> - Connect Erina Fair back into the Erina main street and <b>Direction 18</b> - Set up Erina for future renewal. Refer also to Part 2 of the Strategy, which provides Directions, Actions and a structure plan for Erina.
<b>2.6</b> Protect environmental values along the Southern Growth Corridor.	See <b>Direction 8</b> - Protect Somersby' Employment Area's history and landscape, <b>Direction 5</b> - A resilient Gosford and <b>Direction 4</b> - Provide a green and exciting arrival experience to Gosford
<b>2.7</b> Plan for increased road, public transport and pedestrian and bicycle connections along the Southern Growth Corridor.	See <b>Direction 2</b> - Maximise active and public transport connections between activity nodes and between centres.



## Community Strategic Plan (CSP) 'One' Central Coast

# Community Vision

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



CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP	CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP
<b>BELONGING</b> <p><b>OUR COMMUNITY SPIRIT IS OUR STRENGTH</b> A4 - Enhance community safety within neighbourhoods, public spaces and places</p> <p><b>CREATIVITY, CONNECTION AND LOCAL IDENTITY</b> B2 - Promote and provide more sporting, community and cultural events and festivals, day and night, throughout the year</p> <p>B4 - Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors</p>	<p>The Somersby to Erina Corridor Strategy once implemented will enable enhanced community safety in our open public and community spaces. In creating vibrant and active centres there will be improved passive surveillance and safety in our shared places. Coupled with programmed events this strategy aims to create safe and active spaces both during the day and at night.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:  <b>Direction 1</b> – Six successful centres with unique roles and character  <b>Direction 3</b> – Realise Gosford's potential as a great weekend tourist destination</p>	<p><b>C3 - Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents</b></p> <p><b>C4 - Promote and grow tourism that celebrates the natural and cultural assets of the Central Coast in a way that is accessible, sustainable and eco-friendly</b></p>	<p><b>Direction 3</b> - Provide a green and beautiful arrival experience to Gosford and the Corridor  <b>Direction 6</b> - Ensure the long-term success of Somersby Employment Area  <b>Direction 9</b> Mount Penang Commercial Precinct to support economic growth in the Corridor  <b>Direction 12</b> - Ensure ongoing success of bulky goods and urban services  <b>Direction 13</b> - A busy and exciting Gosford City Centre</p>
<b>SMART</b> <p><b>A GROWING AND COMPETITIVE REGION</b> C1 - Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast</p> <p>C2 - Revitalise Gosford City Centre, Gosford Waterfront and town centres as key destinations and attractors for businesses, local residents, visitors and tourists</p>	<p>The Somersby to Erina Corridor Strategy supports and enables job growth by attracting economic development within the Corridor supported by improved transport connections, public domain and transit orientated development providing incentives to stimulate growing industries on the Coast.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:  <b>Direction 1</b> – Six successful centres with unique roles and character  <b>Direction 3</b> – Realise Gosford's potential as a great weekend tourist destination</p>	<b>GREEN</b> <p><b>CHERISHED AND PROTECTED NATURAL BEAUTY</b></p> <p>F1 - Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas and the diversity of local native species</p> <p>F2 - Promote greening and ensure the wellbeing of communities through the protection of local bushland, urban trees, tree canopies and expansion of the Coastal Open Space System (COSS)</p> <p>F4 - Address climate change and its impacts through collaborative strategic planning and responsible land management and consider targets and actions</p>	<p>The Somersby to Erina Corridor Strategy puts forward directions and actions to ensure we protect our rich environmental heritage and values as well as promoting greening of the Corridor by protecting and enhancing our natural assets between our centres. This Strategy also supports climate change adaptation actions under Direction 5.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:  <b>Direction 1</b> – Provide a green and beautiful arrival experience to Gosford and the Corridor  <b>Direction 5</b> - A resilient Somersby to Erina Corridor  <b>Direction 7</b> - Protect Somersby Employment Area's history and landscape  <b>Direction 14</b> - A city set in nature</p>



## Community Vision

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



CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP	CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP
<p><b>RESPONSIBLE</b></p> <p><b>DELIVERING ESSENTIAL INFRASTRUCTURE</b>  <b>H1 - Solve road and drainage problem areas and partner with the State Government to improve road conditions across the region</b></p> <p><b>H2 - Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods, and community facilities</b></p> <p><b>H3 - Create parking options and solutions that address the needs of residents, visitors and businesses whilst keeping in mind near future technologies including fully autonomous vehicles</b></p> <p><b>H4 - Plan for adequate and sustainable infrastructure to meet future demand for transport, energy, telecommunications and a secure supply of drinking water</b></p> <p><b>BALANCED AND SUSTAINABLE DEVELOPMENT</b>  <b>I1 - Preserve local character and protect our drinking water catchments, heritage and rural areas by concentrating development along transport corridors and town centres east of the M1</b></p> <p><b>I4 - Provide a range of housing options to meet the diverse and changing needs of the community including adequate affordable housing</b></p>	<p>The Somersby to Erina Corridor Strategy sets the framework to delivering essential infrastructure and balanced and sustainable development by ensuring we have adequate capacity to service our growing population.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:</p> <p><b>Direction 1</b> – Maximise active and public transport connections between activity nodes and between centres  <b>Direction 2</b> – Maximise active and public transport connections between activity nodes and between centres  <b>Direction 4</b> – Provide a green and beautiful arrival experience to Gosford and the Corridor  <b>Direction 5</b> – A resilient Somersby to Erina Corridor  <b>Direction 11</b> – Set up West Gosford for future renewal  <b>Direction 13</b> – A busy and exciting Gosford City Centre  <b>Direction 15</b> – Invest in Gosford's Public Domain  <b>Direction 17</b> – A walkable East Gosford and Point Frederick neighbourhood  <b>Direction 19</b> – Set up Erina for future renewal</p>	<p><b>LIVEABLE</b></p> <p><b>RELIABLE PUBLIC TRANSPORT AND CONNECTIONS</b>  <b>J2 Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport</b></p> <p><b>J3 Improve bus and ferry frequency and ensure networks link with train services to minimise journey times</b></p> <p><b>J4 Design long-term, innovative and sustainable transport management options for population growth and expansion</b></p> <p><b>OUT AND ABOUT IN THE FRESH AIR</b>  <b>K1 Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities</b></p> <p><b>K2 Design and deliver pathways, walking trails and other pedestrian movement infrastructure to maximise access, inclusion and mobility to meet the needs of all community members</b></p> <p><b>HEALTHY LIFESTYLES FOR A GROWING COMMUNITY</b>  <b>L1 Promote healthy living and ensure sport, leisure, recreation and aquatic facilities and open spaces are well maintained and activated</b></p>	<p>The Somersby to Erina Corridor Strategy identifies the need to prioritise better transport and connections within and between our centres. Many of the actions identified under Direction 2 in particular identifies the need to prepare a business case for a rapid bus corridor along the Central Coast Highway and create an active transport strategy. Direction 2 also creates the action for Council to prepare a parking strategy to address commuter parking and the over dependence of private vehicle usage.</p> <p><b>Direction 1</b> – Six successful centres with unique roles and character  <b>Direction 2</b> – Maximise active and public transport connections between activity nodes and between centres  <b>Direction 3</b> – Realise Gosford's potential as a great weekend tourist destination  <b>Direction 8</b> – Mount Penang and Kariong as the Coast's premier Festival and Entertainment location  <b>Direction 11</b> – Set up West Gosford for future renewal  <b>Direction 17</b> – A walkable East Gosford and Point Frederick neighbourhood  <b>Direction 18</b> – Connect Erina Fair back into the Main Street of Erina  <b>Direction 19</b> – Set up Erina for future renewal</p>

# Planning, land use and transport findings

## Strategic planning and context

### The role of the Somersby to Erina Corridor and Gosford as the region's capital city

The NSW Government's Central Coast Regional Plan 2036 sets four goals for the Central Coast, to ensure its successful and sustainable growth:

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

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

- Direction 1: Grow Gosford City Centre as the region's capital
- Direction 2: Focus economic development in the Southern and Northern Growth Corridors

#### **Direction 1: Grow Gosford City Centre as the region's capital**

The Regional Plan provides broad directions for the future master planning of character precincts in Gosford City Centre. This Corridor Strategy provides directions and actions that will support the primary role of Gosford City Centre and make it a great place to visit as a worker, resident or visitor. The chapter on Gosford City Centre in this Strategy provides detailed recommendations for each precinct and identifies public domain projects that will support Gosford's role as the region's capital city.

Refer to the Introduction section of this report to see how the Corridor Strategy implements the CCRP Directions for the Gosford City Centre, and how the Strategy relates to and informs the recent studies being undertaken, including the NSW Government Architect's Urban Design Implementation Framework.



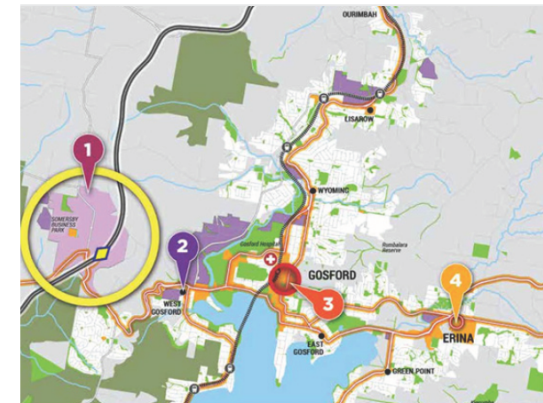
Gosford City Centre map, Central Coast Regional Plan 2036

#### **Direction 2: Focus economic development in the Southern and Northern Growth Corridors**

The Central Coast Highway is the spine of the Southern Growth Corridor, linking Somersby in the west and Erina in the east. The Somersby to Erina Corridor Strategy must respond to these directions by providing strategies for:

- Achieving more diverse economic growth opportunities in Somersby Business Park and the Erina commercial precinct
- Possible expansion of the industry manufacturing and logistics hub at Somersby
- Revitalising Gosford City Centre
- Protecting its natural attributes
- Providing connections

Refer to the Introduction section of this report to see how the Corridor Strategy implements the CCRP Directions for the Corridor.



Southern Growth Corridor map, Central Coast Regional Plan 2036

*The Corridor Strategy captures the best ideas from previous studies*

### Local strategies for the revitalisation of Gosford Town Centre

State Government, Gosford City Council (now Central Coast Council), local business groups and the private sector have engaged with the community and prepared various master plans, reports and policies.

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



Gosford City Centre Master Plan, prepared by Cox Architects, 2010

#### Gosford Challenge, 2010

Key objectives and ideas included in the Corridor Strategy:

- Definition of 5 precincts in the City Centre, which are consistent with the precincts in the Regional Plan.
- Public domain concepts to support the 5 precincts.
- Project ideas for integration of the train station back into the fabric of the town centre
- Green connections between open space assets
- Revitalisation of the waterfront and reconnection to the centre.



'One Central Coast' Community Strategic Plan, Prepared by Central Coast Council

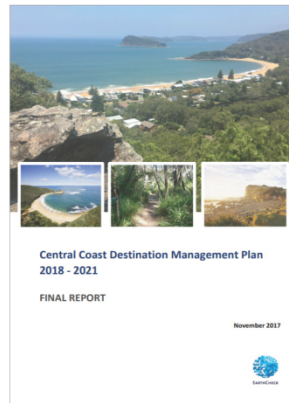
#### One Central Coast Community Strategic Plan (CSP)

Our Corridor Strategy will support the community vision:

"One - Central Coast aims to enhance the day-to-day lives and opportunities of the Central Coast community through effective decision-making, planning and service delivery across all government and non-government agencies." The product of an extensive community consultation process, One - Central Coast has been built around five key themes that reflect the needs and values of the people who live in our region:

**BELONGING SMART GREEN RESPONSIBLE LIVEABLE**

This Strategy considers the CSP themes, focus areas and objectives and includes other key ideas that will be delivered through the Corridor Strategy. For further detail on how this Strategy addresses what the community have told us, refer to pages 15 and 16.



Central Coast Destination Management Plan 2018-2021, prepared by EarthCheck

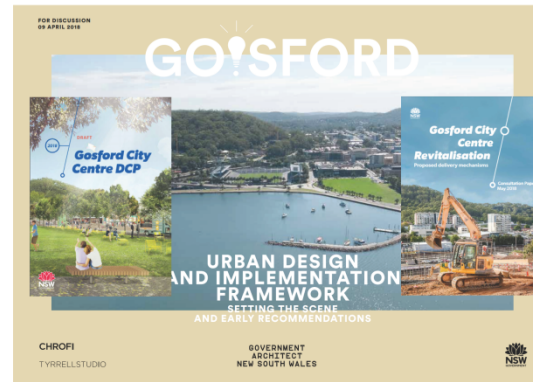
### Central Coast Destination Management Plan 2018-2021

The purpose of this Destination Management Plan is to guide tourism development and destination management for the next five years, to help ensure the long-term viability and sustainability of this vital sector for the Central Coast economy.

The 2021 vision is for the Central Coast to be “the natural choice for leisure, business and major events in regional NSW.” The plan also provides 5 goals:

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

The plan also identifies projects that will enable this vision. Of particular relevance to the Corridor Strategy is the undertaking to prepare an Events Strategy Program.



The Government Architect NSW's Gosford Urban Design and Implementation Framework (UDIF), April 2018

### The Government Architect NSW's Urban Design and Implementation Framework (UDIF)

Government Architect NSW (GANSW) and the Central Coast Coordinator General has completed work to support the ongoing revitalisation of the regional city of Gosford.

The Urban Design and Implementation Framework (UDIF) has been designed to shape the continued development and renewal of the Gosford City Centre and support implementation of the Central Coast Regional Plan 2036 vision for Gosford.

There are three key focus areas in the study:

- The Civic Heart – Kibble Park and the street blocks surrounding it
- North City - The Gosford hospital site, the schools west of the station, the station park and the station precinct.
- South City - The waterfront parklands



High Swan Dive – A fantastic indoor plant retail venture to come out of the Renew Newcastle program

### Create, Innovate Gosford City

Established in 2010, and based on the model of Renew Newcastle, the Create, Innovate Gosford City project worked with creative industries and property owners and agents to match vacant shops and outlets with creative people and start up enterprises for low or no rent. The main aim is to revitalise the city centre and bring back activity, some of which has been lost to new shopping complexes outside of the Gosford City Centre.

A steering committee comprising of local government, business and cultural organisation representatives co-ordinate the project's activities, with support from Trade & Investment (Arts NSW) and Gosford City Council.

The following are key issues for the program, that could be addressed in the Corridor Strategy:

- Long-term and sustainable funding
- Getting local business to value the project
- Engagement with the creative community
- Getting the right people involved in the program's coordination, and
- Attracting foot traffic to Gosford City Centre.



Gosford City Centre

### Gosford City Centre SEPP & DCP

Department of Planning and Environment in collaboration with the Government Architect NSW have recently prepared an Urban Design Implementation Framework (UDIF) for Gosford City Centre. The Department have also prepared a State Environment Planning Policy (SEPP) and Development Control Plan (DCP) for Gosford City.

The SEPP and DCP provide a revised set of planning controls for development within the City Centre.

This work will also be informed by the Directions set out in this Corridor Strategy, and implement the key findings of the NSW Government Architect.



The new Gosford ATO office, corner of Mann Street and Georgiana Terrace, Gosford

### South Mann Street Redevelopment

In 2014 the land around the Gosford Waterfront precinct was rezoned to allow for mixed use developments, a cultural hub and public plaza, new retail and commercial precincts, upgrades to the city park, a new performing arts centre, and a new marina development facility. Development of this area is seen as being a catalyst for Gosford's revitalisation, creating opportunities for both residential and commercial uses for developers and investors. The first stage of this project is a new ATO building on the old school site, has recently been completed and the Finance Building is currently under construction.

The South Mann Street precinct sits within the City South Place area identified in the UDIF and the SEPP and DCP provide guidance for development in this area.



## Land use Pressure and trends

Residential Apartments



Residential Townhouses



Development Applications vs construction and occupation certificates, 2013-2018  
Source: SGS Economics and Planning, 2018 | development data provided by Central Coast Council, 2018

### Key findings on the residential development market conditions

SGS and Architectus profiled the local economic conditions and undertook testing of typical sites to understand the feasibility of residential development in each of the centres in the Corridor. Our key findings were:

- The cost of constructing an apartment building in Gosford is similar to the cost of construction in Sydney (\$450,000 ex GST per apartment excluding land).
- Where apartments can be sold at a premium because of waterfront access and views (Terrigal, East Gosford and Point Frederick), it is feasible to build residential buildings.
- The market for development of the nature tested is beginning to improve within the Corridor. Since 2016, residential sales prices have increased to a level that has been facilitating development. The sales prices achievable for apartments, particularly within Gosford City Centre, are adequate for development to be feasible and this is reflected by an increasing number of developments currently under construction.
- However, these developments are only marginally feasible which means that the market is likely vulnerable to any small shifts in prices, particularly land prices which will significantly impact feasibility.

- The feasibility varies by site and often depends on land value. It is likely that the developments which are selling off the plan/ currently under construction have been feasible due to the price paid by the developer for the land.
- Where the development is particularly dense (over 100 apartments), it is more likely to be feasible. However, this does not necessarily guarantee good urban design outcomes.
- Seniors living developments may also be feasible because of the unique ownership and income models for these developments, as well as significant demand associated with an ageing population.
- Medium density products (terraces, dual occupancy developments) may be cheaper to construct and provide a good alternative housing type for people looking to down-size and are likely to be feasible.
- Commercial and retail development is unfeasible and is unlikely to be developed without a significant residential component.

**This is an extremely important finding for this Corridor, and provides an explanation for why many of the approved residential buildings in the Gosford City Centre have not yet started construction.**

These findings underpin the land use recommendations for the corridor – which seek to create amenity in Gosford City Centre, making it a viable and desirable location for high rise development in the next property cycle.



Artist's Impression - Bonython Tower (currently under construction) - Source: <http://www.bonythonproperty.com.au/bonython-tower/>



The new extension of the Gosford Hospital, under construction and due for completion in 2019

### Pressure for residential development in the Erina and West Gosford employment areas

In the last few years there have been a number of proposals presented to Council for high rise development in the areas outside of Gosford Town Centre – particularly in the employment / bulky good precincts in West Gosford and Erina.

Our testing of key sites shows that development of a scale considered appropriate is not currently feasible, even if land values are excluded (reflecting instances where the landowner may have held the property for some time).

It is important to think about the impact that these proposals would have on the success of the Gosford City Centre as a successful regional city. The number of apartments proposed in several of the proposals combined would be equivalent to the apartment growth expected in the Corridor in the next 10 years, which would further impact the feasibility of apartments where we want them to be developed as a priority – in the City Centre and near transport and services

In addition, it is possible that some of these proposals are speculative, because the rezoning of these sites would significantly increase the value of the land.

This Corridor Strategy needs to reinforce Gosford City Centre as a Regional City to justify not supporting overly dense developments outside of the City Centre for the following reasons:

- The rezoning process would inflate land values, making residential development even less viable than it is at the moment.
- Residential development in these fringe centres, if developed, would saturate the market and adversely impact the viability of residential development in Gosford City Centre, which is Council's and the State Government's preferred location for renewal and investment.
- The employment areas of West Gosford and Erina are not set up for residential development and new fine-grain street network, parks, services and infrastructure are required. If development feasibility is marginal, or negative, developers will not be able to provide this amenity as part of their developments. Council will need to generate funds
- If feasibility is marginal in the current market, this may also make it difficult for Council to insist on the level of design and development quality required in this important regional centre. In the long-term, poor development outcomes will make it difficult for Gosford to compete with other centres for liveability and investment.

This strategy should be reviewed in five years' time, and planning for the long-term structure for the precinct for mixed uses can commence in the meantime.

*Since 2016, sales prices for apartments in Gosford City Centre have increased to a level that has been facilitating development.*

### Development Activity

- The focus of DA activity has been new residential apartments. Since 2013, there have been 70 DA's for new apartment developments (this excludes mixed use development). There has been a significant increase in applications over the last three years. However, there are a number of DA's approved in 2015 and 2016 that are yet to move to construction stage. These DA's are for sites in Gosford and North Gosford.
- There has been a significant drop in mixed-use DA's. There were 15 applications for mixed use development in 2015, however, only two developments have progressed to construction and only one to occupation. The number of DA's has significantly dropped in 2015, suggesting a lack of market interest.
- The majority of the commercial development has been small scale retail and commercial premises. The only major commercial development that has progressed to CC and OC is the ATO site at 99 Georgiana Terrace, Gosford.

Source: Development application (DA), Construction certificate (CC) and Occupation Certificate (OC) data provided by Council since 2013.

Somersby Industrial Area - the second largest industrial node north of Central Sydney

The Somersby Industrial Area is a successful industrial node and is an important strategic asset, being the second largest industrial node north of Central Sydney, after Hornsby. It has excellent road access (improved further with recent upgrades).

It is important that State Government and Central Coast Council monitor the likely demand for industrial uses in the future, and ensure there is enough suitably-zoned and well-serviced industrial land to meet demand. Planning ahead will ensure the ongoing success of the Somersby Employment Area, retention of jobs, businesses and investment in the region and the Corridor.

The take-up rate of employment land across Somersby has fluctuated since 2010. This is also reflected in the data provided by Council for approved and commenced floorspace. There appears to

be a significant time lag between approval and commencement with a significant amount of floorspace commenced between 2012 and 2017.

In terms of future demand, based on new census data, growth in manufacturing, construction, transport uses (that are prevalent in Somersby) is projected to be modest. Most employment growth will be in areas like health care, and are likely to be concentrated in Gosford City Centre.

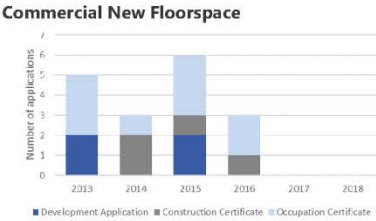
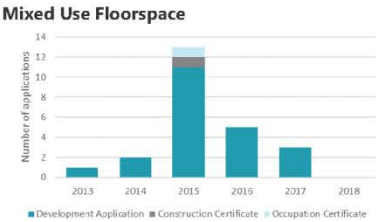
More work is required to understand future demand for industrial land (investigating broader trends and advancements in technology that might influence demand and supply (is the remaining land suitable, well-serviced, affordable and developable). Refer to The Somersby Structure Plan for more information about this issue and recommendations going forward.

Commercial (office and retail)

There is limited A Grade commercial floorspace available in the Corridor, and there has been limited development, aside from the ATO development at 99 Georgiana Terrace, Gosford and the new Finance Office building at 32 Mann Street, Gosford. Some mixed-use developments contain a small amount of commercial development. Redevelopment of sites is restricted by development feasibility (SGS, 2017). Bonython Tower includes two floors of commercial office space – a great outcome for the centre.



Gosford City Centre



Development Applications vs construction and occupation certificates, 2013-2018  
Source: SGS Economics and Planning, 2018 | development data provided by Central Coast Council, 2018

### Employment statistics and trends

Between 2016 and 2036, the number of jobs located within the Corridor is projected to increase from 36,363 to 46,229 jobs, an increase of 9,866 jobs or 493 jobs per annum. This represents 39% of growth across Central Coast LGA.

The majority of this growth is projected in health care, with over 4,000 additional jobs expected over this period, followed by professional services, public administration, retail and education reflecting the existing concentrations of these jobs across the Corridor, and the investment in the Gosford Hospital.

The Corridor contains 30% of total employment across Central Coast LGA. The majority of employment across the Corridor is in health care (20 %) and retail trade (16%). Employment in manufacturing represents 9% of total employment across the Corridor, this compares to 6% of jobs across Greater Sydney.

### Employment projections

The majority of jobs growth is projected in health care, with over 4,000 additional jobs expected between 2016 and 2036, followed by professional services, public administration, retail and education reflecting the existing concentrations of these jobs across the Corridor.

### Industrial

The NSW Department of Planning and Environment (DP&E) maintain the Employment Lands Development Monitor (ELDM) which details supply of employment land zoned for industrial or similar purposes, including developed and undeveloped land. Based on 2017 ELDM, there are 475 ha of employment lands across the Corridor, of which 305 ha are located in Somersby industrial precinct (refer to Table 1).

In terms of supply, approximately 50% of the Somersby industrial precinct is undeveloped, with 159 ha of undeveloped employment lands (Source: NSW Department of Planning and Environment's

Employment Lands Development Monitor). There is an additional 16 ha of undeveloped employment lands across the rest of the Corridor (outside Somersby). In terms of the undeveloped land at Somersby, the majority of sites are under 0.5 ha or between 1-5 ha.

The take-up rate of employment land across Somersby has fluctuated since 2010. This is also reflected in the data provided by Council of approved and commenced floorspace. There appears to be a significant time lag between approval and commencement with a significant amount of floorspace commenced between 2012 and 2017.

Importantly, while there is a large quantity of undeveloped land in Somersby industrial precinct, it is understood that a significant proportion of this land is impacted by environmental constraints. Refer to the Somersby Structure Plan for more information about this issue and recommendations going forward.



The new ATO office by the Gosford Waterfront, under construction in 2017. Over 5000 applications were received for new jobs in the building in early 2018. The building will accommodate 455 employees by May 2018.

### 20% of jobs in the Corridor are in health care

Between 2011 and 2016, the proportion of employment in health care within the Corridor has increased to almost 20 per cent. This percentage will grow proportionately higher up to 2036.

### A high proportion of young, working age residents living in the Corridor

Compared to Central Coast LGA, the Corridor contains a higher proportion of young working age residents (aged 20 years to 44 years). The Corridor continues to accommodate a higher proportion of workers employed as professionals compared to the wider Central Coast LGA.

## The preferred land use scenario for the Somersby to Erina Corridor

The team's findings and ideas informed three land use options for the corridor, which were assessed against planning, economic and liveability criteria. The options, the results of our testing and recommendations are summarised below:



Option 1 - Base case

### Option 1

Base Case (current controls and plans)

Assumes the current planning controls

- Does not include any transport or infrastructure investment.

#### Strengths and opportunities

- Capacity for future development, housing and jobs
- Continued investment in Somersby Employment Area for industrial, construction and logistics uses.

#### Weaknesses and threats

- There is likely to be limited renewal in the current market, based on feasibility testing
- Does not support the role of Gosford City Centre as a major regional centre
- Continued reliance on private vehicle and increased congestion.
- Erina Fair would likely to continue to grow and affect the viability of retail in the Gosford City Centre.



Option 2 - Significant residential land release

### Option 2

Significant land release for residential uses:  
a mixed-use corridor

- Employment areas in West Gosford and Erina released for residential development
- Light rail connection between Somersby and Erina
- Investment in tourism and public domain.

#### Strengths and opportunities

- Provides the possibility for residential development on the fringes, but this is not likely to be feasible.
- Continued investment in Somersby Employment Area.
- Opportunities for diversification generated by public transport connections.

#### Weaknesses and threats

- Adverse impact on the role of Gosford City Centre as a major regional centre – takes investment out of the centre.
- Light rail alignments were tested and found to not be achievable with the topography
- Land values in the fringe areas are inflated, making development less feasible
- The need for transport and infrastructure investment in fringe areas will mean less funding for investment in critical Gosford City Centre projects.

A multi-criteria assessment found that Option 3 is the most consistent with the CCRP Goals and Directions. It seeks to concentrate investment in Gosford City Centre, supports jobs growth and provides for adequate land for population growth.



Option 3 - Focus on Gosford City Centre and Bus Rapid Transit (preferred option)

### Option 3

Focus on Gosford City Centre and Bus Rapid Transit (preferred option)

- A Bus Rapid Transit system is proposed
- Maintain employment zones in West Gosford and Erina
- Maintain industrial zone in Somersby
- Investment in infrastructure and tourism that supports the sustainable growth of the regional centre over time.

#### Strengths and opportunities

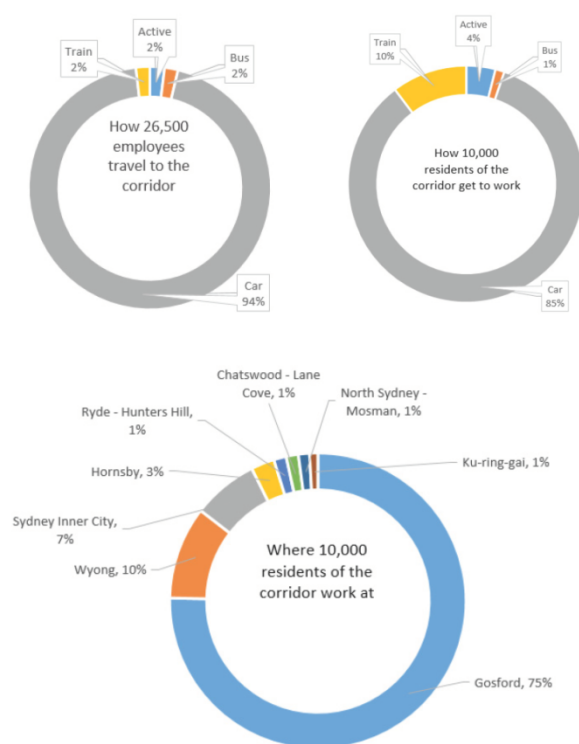
- Planning and strategies support the role of the Gosford City Centre as a vibrant and exciting regional centre
- Long-term opportunities for the mixed-use development of West Gosford and Erina, following the establishment of the Gosford centre and improvements in feasibility
- Rapid transit Bus Services connect the centres directly and quickly – supporting the growth of all centres and Corridor Identity.

#### Weaknesses and threats

- This strategy might discourage investment in employment uses in the Erina and West Gosford in the short to medium term.

## Transport

### Existing behaviours and opportunities



There are opportunities to improve connections into the Gosford Train Station, which currently serves 5,050 passengers a day.

A transport assessment has been carried out for the Somersby to Erina Corridor. Transport patterns relating to the Somersby to Erina Corridor has been assessed using six analysis precincts. The study examined travel behaviours and profiles of residents and employees on a regional, corridor and precinct level. The findings were used to guide a balanced strategy to improve all non-car modes to help tackle car dependency. A strong public transport presence would support the future growth of the Corridor. Key findings of the study are:

- Household travel survey data indicates a large proportion of some 83% of the trips are made by Gosford region residents, were made within Gosford region.
- Population, employment and car user rates were found to be increasing throughout the years. An increase in car ownership from 1.6 vehicles per household in 2011/12 to 1.7 vehicles in 2012/13
- Residents in the former Gosford LGA (or southern Central Coast region) tend to travel longer distances to their workplace while trips made for shopping and education were more local in nature
- Travel in and around the corridor is largely car-based.
- A large majority (85%) of people living in the Corridor drive to work. This indicates a large public transport disconnect for Gosford Residents and their place of employment.
- Work trips made to the Corridor, from non-Corridor residents, are highly reliant on private vehicles. Only 4% use public transport. Improving public transport accessibility from suburbs north of



Car parking is nearing capacity in the city centre.

Gosford (particular Bateau Bay and Wyong) into Gosford would be key factor in improving the mode share.

- There is a strong orientation towards employment in Sydney. Around 15% of employed Corridor residents work in Sydney, and are much more likely to catch the train to work than people who live in the Corridor and work locally. This highlights the importance of strong public transport connections to support rail to help manage demand for commuter parking at Gosford Station.
- The proposed strategies include public transport, active transport and travel behaviour recommendations as noted below.
- A newly branded bus service, "Somersby to Erina via Gosford" would further strengthen the presence of the Somersby to Erina Corridor. The bus route will have a tailored service based on arrival times of employees within each precinct. The bus service will have improved travel times through bus jumps and priority measures, while serving key locations throughout the Corridor.
- Further improvements can be made to the existing bus infrastructure, through bus jumps, pedestrian accessibility and physical aspects of bus shelters.
- Active transport can be improved through PAMP audits, more connective cycle paths along the Central Coast Highway, end of trip facilities and implementing green travel plans.
- Implementing parking policies in major centres could be considered, although it might not be appropriate for every centre, and the identification of opportunities to relocate long stay parking to the periphery of centres.

# The Corridor’s strengths

**A place of natural beauty and environmental significance**  
Brisbane Water, Erina Creek, the Brisbane Water National Park and Rumbalara and Kincumba Mountain Reserves provide a dramatic landscape setting for the corridor. Rumbalara Reserve forms a key part of Central Coast Council’s Coastal Open Space System, an impressive network of bushland reserves that have been conserved and managed for their natural beauty and high conservation values. Gosford’s natural setting and waterfront are its biggest assets, and will help Gosford compete with other regional centres for tourism, population growth and investment. Views to the mountains from the city centre should be protected as the city develops over time.



View from the Rumbalara to Brisbane Water



Waterfall near Girrakool Picnic Area, Brisbane Water National Park



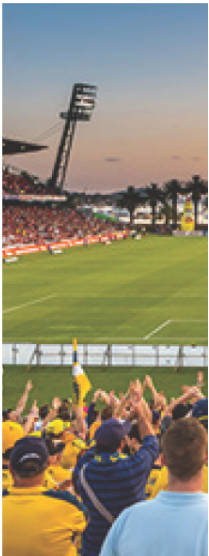
**Forests, bushland and heritage to explore**  
There are many great bushwalks through scenic forest waterfalls, and sites of important indigenous history within minutes of the City. This really makes Gosford unique. It can develop into an active urban centre with city amenities, with the ability to get back into nature.



A local gin distillery has won international prizes for its spirits. (Image source: Central Coast Gosford Express Advocate May 22, 2017)



**Great local food and drink**  
The Corridor accommodates an exciting food and beverage offering, building on growing interest in local and boutique products. There is a high quality distillery, brewery, restaurants and markets in the area. The Great Weekender Trail Catalyst Project is a great opportunity to program and broadcast these great local businesses.



The fantastic atmosphere at the Cent



Mann Street, Gosford, looking north to the train station

**A town centre with 'good bones'**

Gosford has many of the ingredients of a great regional centre, including a good, fine grain street network with wide streets and good trees, a great central park (Kibble Park), a train station, TAFE, hospital and some attractive heritage buildings.



Central Coast Stadium at a Mariners game.

**A calendar full of great events**

From the Mountain Sounds Festival to watching the Central Coast Mariners play A-League soccer at the stunning Central Coast Stadium, there are many things to keep you entertained in the Corridor.



The Gosford Hospital extension under construction

**Significant investment in health**

Gosford Hospital is currently undergoing a \$348 million expansion. At the base of Presidents Hill, the hospital looks over the city centre, signalling a new era of growth and renewal in the centre.



Aqua Splash, Gosford Waterfront in 2017.

**Waterfront city**

The outlook to Brisbane Water is an exciting part of Gosford, and with a relatively undeveloped waterfront, the opportunities are endless. Activation of the waterfront will be important for the whole city, and the newly-approved water park is a great start. For the last two summers, Aqua Splash, a Queensland-based company, has installed a 40m by 40m inflatable obstacle course at the Gosford Waterfront between the Gosford Olympic Pool and the Gosford Sailing Club, attracting approximately 40,000 visitors per season.





## Corridor Strategies

The following Corridor Strategies provide a vision, Directions, Actions and Catalyst Projects to implement the Central Coast Regional Plan's Goals of the Southern Corridor, and Gosford City Centre:



Six Successful Centres Strategy



Transport Strategy



Cultural and Tourism Strategy



Corridor Landscape Strategy



Sustainability and Resilience Strategy

CORRIDOR



## Corridor strategy: Six successful centres



### Direction 1

## Six successful centres with unique roles and character

**Action 1.1 Use the Corridor Strategy as the basis for Local Character Statements for each centre to be included in the new comprehensive Development Control Plan.**

The success of the Corridor and of Gosford City Centre as a Regional City will be reliant on creating six successful centres within that Corridor – each with their own role and character. Diverse centres will make Gosford interesting and provide different experiences. More importantly, different centres will provide for housing diversity (houses, terraces, apartments), employment diversity and opportunity (industrial, services, professional) because the scale and type of development in each centre will be different.

In terms of residential development, the majority of new buildings, and the tallest buildings, should be concentrated in Gosford City Centre. It is important that all investment and development supports the City as the primary centre. West Gosford and Erina provide for a different housing type that is also important for diversity and providing homes for families near amenity and services.

Different types of employment are focussed in each centre, with industrial uses in Somersby, some professional services and institutional services at Mount Penang, bulky goods, showroom, construction and retail in West Gosford, a wide range of regional retail uses at Erina and the concentration of professional, health, education and services jobs in the Gosford City Centre. The land use and built form character for each centre is discussed in more detail in the Centre section of this report.

**Action 1.2 Prepare an Economic Development Strategy for the Corridor**

An action plan is required to ensure that Gosford and the Corridor is competitive and attracts business and investment. The plan will need to identify opportunities for Gosford and guidance on facing key challenges ahead – such as transport and access, growing the commercial core in the Gosford City Centre, attracting a university and research and knowledge jobs, night time economy and affordability – among others.

Council will prepare an outline of this study and business case to Council to secure funding for this study.

### Somersby

Industry, business, food production, tourism

A high-quality employment area nestled in the National Park, with worker amenities and connections



### Mount Penang and Kariong

Festivals, events and entertainment, commercial uses, education, sports and services

The vision for Mount Penang is for a successful festival and entertainment precinct with complementary commercial uses, that funds the protections and maintenance of the sites' landscape heritage and cultural values.







## Corridor strategy: Transport



### Direction 2

## Maximise active and public transport connections between activity nodes and between centres

Fast, efficient and pleasant public transport connecting each of the centres, and Gosford to Sydney will be central to the success of each centre, and will also contribute to the two primary Directions for the Corridor from the CCRP:

- Promoting Gosford City Centre as the capital of the Central Coast; and
- Supporting job growth in the Somersby to Erina Economic Corridor.

The proposed new Rapid Transit Bus network, connecting all centres to Gosford in under 10 minutes, is the priority action for transport in the Corridor – see **Catalyst Project A**.

### Action 2.1 Business case for a Rapid Bus Corridor

Council is to prepare a concept for the bus corridor to understand the land requirements, route options and stop locations, as a basis for discussion and testing. Following this, work with Transport for NSW, RMS and local stakeholders to establish a preferred route and design, and prepare a business case for a new bus service.

### Action 2.2 Active transport strategy

The proposed bus network prioritises quick connections between centres. Active transport connections (walking and cycling) feeding into the bus route from nearby neighbourhoods are an important part of this system. Refer to suggested primary connections on the plan to the right. Connections must be safe, pleasant and direct to promote use. Tree planting could be focussed along these paths. As part of the design and Business Case for the Corridor, Council will investigate these connections.

### Action 2.3 Gosford to Sydney in less than an hour by train

Initial investigations suggest that the existing infrastructure could allow for a train connection between Sydney and Gosford in less than an hour (currently 1 hour, 15 mins +). This makes Gosford an extremely attractive prospect for a train-change with links to the City to business. Council to engage with Transport for NSW to explore these options and report back to the community on the options.

### Action 2.4 Council should prepare a parking strategy

Although it may change over time, car parking is important for business and retail and for getting to the train station to commute. Informal car sharing in Somersby and full parking stations in Gosford City Centre are evidence that the connections into Gosford, and car parking are an important part of the system. A car parking strategy should look at capacity in the city centre, the impacts of the new hospital and a possible university, and strategies for new parking stations, both in the centre and in key locations on the bus route.

Catalyst  
project A



Direction 2

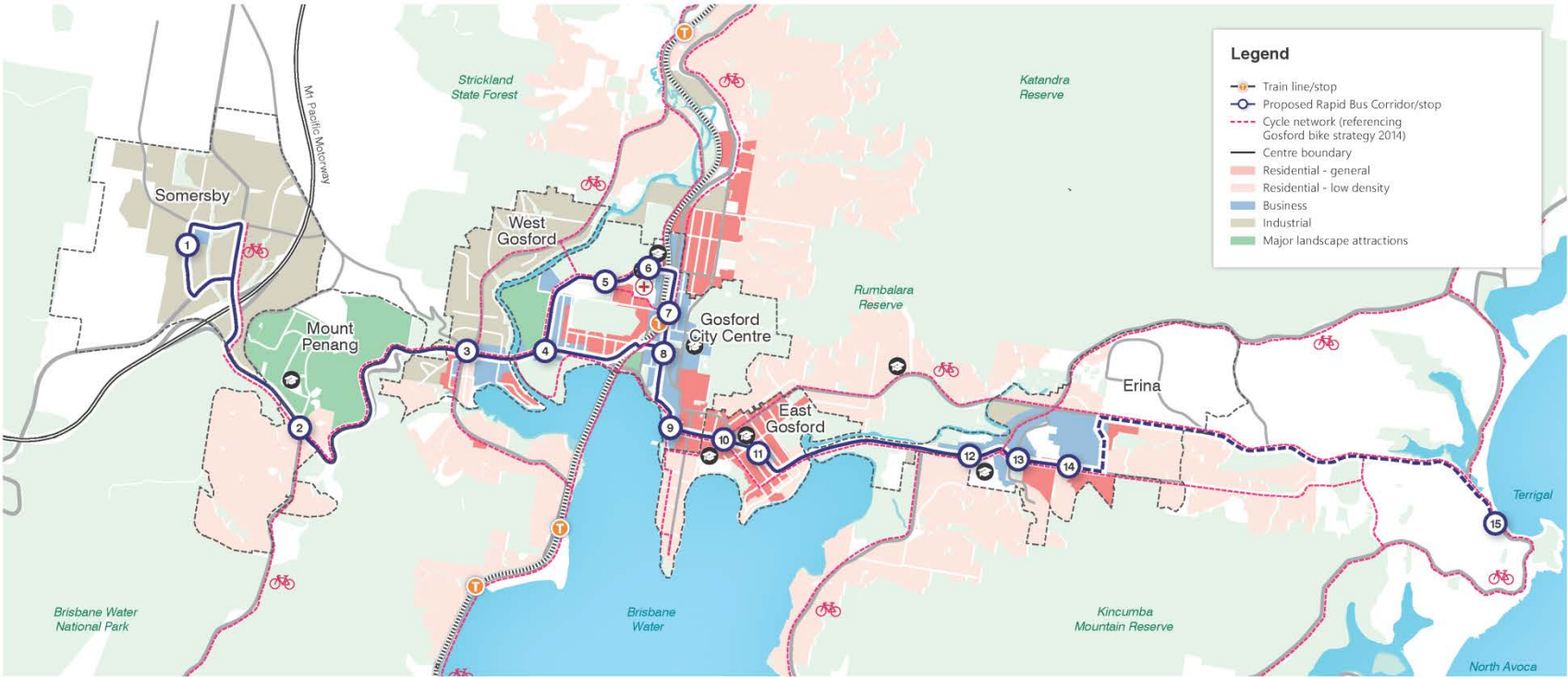
### Somersby to Erina Rapid Transit Bus Route



NSW Premier, Gladys Berejiklian 'tapping on'.

A newly branded bus service from Somersby to Erina via Gosford would further strengthen the presence of the Corridor with a direct service.

The proposed route would be intended to facilitate a more direct connection with bus priority at lights and utilising existing separated bus lanes, but a staged approach to implementation could utilise existing infrastructure with a simple route change. Travel times are expected to be comparable to that of a private vehicle, including boarding and alighting but not time spent locating a car park.



- |                              |                                     |                         |
|------------------------------|-------------------------------------|-------------------------|
| ① Somersby Business Centre   | ⑥ Gosford Hospital                  | ⑪ East Gosford Shops    |
| ② Mount Penang main entrance | ⑦ Gosford Train Station Interchange | ⑫ Erina High School     |
| ③ West Gosford shops         | ⑧ Mann Street Shops                 | ⑬ Erina Business Centre |
| ④ The Entertainment Grounds  | ⑨ Gosford Olympic Swimming Pool     | ⑭ Erina Fair            |
| ⑤ Gosford Golf Club          | ⑩ East Gosford School Precinct      | ⑮ Terrigal Town Centre  |



## Corridor strategy: Culture and tourism



### Direction 3

## Realise Gosford's potential as a great weekend tourist destination

### Action 3.1 Council will prepare, design and plan a cultural trail project – the "Great Weekender Trail"

The Corridor already accommodates a great variety of cultural activities, landscape and natural attractions and cottage industries. Collectively, with further planning, a strategically located trail will ensure these existing attractions, and the walk or cycle between them, can be a destination in its own right. The Trail could be the basis for other great civic activities, like a sculpture exhibition of a Vivid lights festival, and can hope to concentrate investment in culture and the arts.

Council will prepare a business case to seek funding for the detailed design of a trail. The project should also be a collaboration involving businesses, the community, landowners and agencies and the Darkinjung Local Aboriginal Land Council. The trail shown in this report is indicative only and further investigation and consultation is required to determine the location and design of the Trail.

### Action 3.2 The Great Weekender Trail website and coordinator

A dedicated website co-ordinator should be engaged to ensure that the marketing of the trail, updates on construction and opportunities for community involvement are well managed and co-ordinated.

### Action 3.3 Heritage strategy as a layer of the Trail

The Corridor's Indigenous and European heritage should feature as a strong theme. Specialist consultants should be engaged to liaise with the community and provide a clear strategy for implementation.

Incorporate the recommendations of the Gosford Heritage Interpretation Strategy.

### Action 3.4 Great Weekender Trail mobile application and co-ordinated events

Appoint a consultant to prepare a mobile application to support the use of the trail, maps, events, news and interactive content that complements the website.

#### Catalyst Project B



#### Direction 3

### The Gosford Great Weekender Trail



A high-end wayfinding and branding strategy for the Trail will be important to its success

A detailed business case and design for the trail is to be prepared that includes typical designs for shared pathways, street furniture, wayfinding, open space and landscape along the route and supporting projects and interfaces with local destinations. Detailed mapping of all businesses and destinations with short business profiles following consultation. The business case should consider State Government and other agency funding.

A consultant team should be assembled that includes Urban Designers, Landscape Architects, Place-making and marketing strategy, public art and wayfinding skills. The business case and detailed design should form the basis for extensive community consultation.

#### Catalyst Project C



#### Direction 3

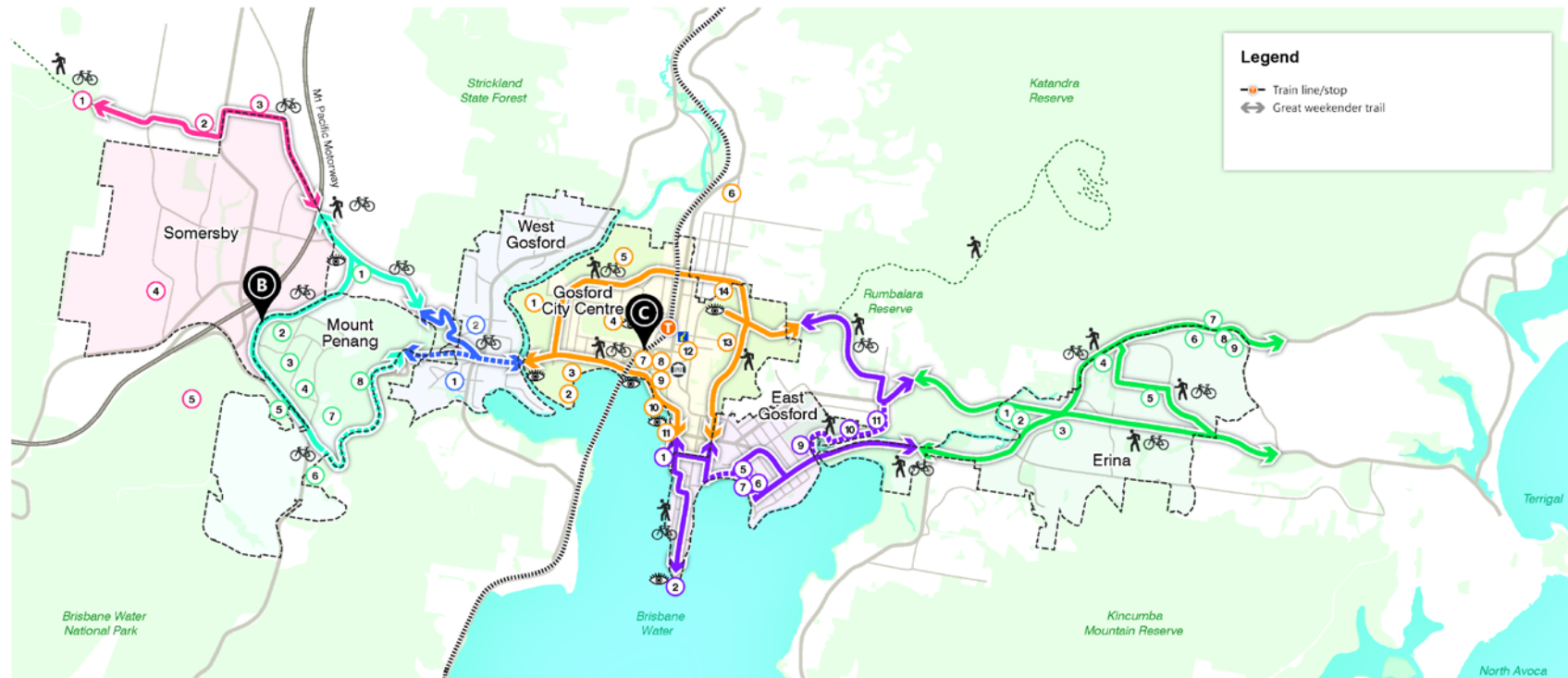
### Food and entertainment festival at Central Coast Mariners home games



The space under the Central Coast Highway overpass could be a good all-weather location for markets.

There is an opportunity to capitalise on the influx of people into Gosford City Centre during Central Coast Mariners home games. The underutilised space adjacent to the stadium including Gosford City Park, Graham Park and the connecting space beneath highway flyover can be used to provide temporary entertainment, festival space and public markets.

Extending the time spent and the enjoyment of patrons to the football games will be one way to help increase the profile of the town centre and waterfront area as a destination without the need to build expensive new infrastructure or facilities.



- |                                                           |                                         |                                                |                                |                                             |                              |                                    |
|-----------------------------------------------------------|-----------------------------------------|------------------------------------------------|--------------------------------|---------------------------------------------|------------------------------|------------------------------------|
| 1 Somersby Falls picnic area                              | 2 Festival Precinct                     | 1 Henry Kendall Cottage Historic Museum        | 6 Laycock Street Theatre       | 13 Rumbalara Environmental Education Centre | 8 St Patrick's Church        | 4 Six String Brewing Company       |
| 2 Potential for future cottage industries facing the road | 3 Mount Penang Gardens Waterfall Cafe   | 2 Gosford Classic Car Museum                   | 7 Central Coast Stadium        | 14 Rumbalara Reserve Lookout                | 9 East Gosford Football Club | 5 Distillery Botanica              |
| 3 Potential for Farmers gate stalls (Pecan Farm)          | 4 Mount Penang Sport/Education Precinct | 1 Gosford Racecourse/The Entertainment Grounds | 8 Central Coast Leagues Club   | 1 Gosford Sailing Club                      | 10 Baseball Park             | 6 Ken Duncan Gallery Central Coast |
| 4 Australian Reptile Park                                 | 5 Kariong Oval                          | 2 Garnet Adcock Memorial Park                  | 9 Gosford City Park            | 2 Pioneer Park cemetery                     | 11 Central Coast Art School  | 7 The Wildflower Place             |
| 5 Girrakool Park/Picnic Area                              | 6 Kariong Eco Garden                    | 3 Carawah Reserve                              | 10 Gosford Waterfront and Quay | 5 Central Coast Family History              | 1 Erina Swim Centre          | 8 Glee Coffee Roasters             |
| 1 Views over Gosford Quarry                               | 7 Phillip House                         | 4 Presidents Hill Lookout                      | 11 Gosford Swimming Pool       | 6 Gosford Regional Gallery                  | 2 The Sunken Monkey Hotel    | 9 Bam Vino Restaurant              |
|                                                           | 8 Forest Trails                         | 5 Gosford Golf Club                            | 12 Kibble Park                 | 7 Gosford/Edogawa commemorative garden      | 3 Fog Horn Brewhouse         |                                    |



## Corridor strategy: A landscaped corridor



### Direction 4

## Provide a green and beautiful arrival experience to Gosford

### Action 4.1 Central Coast Highway Landscape Strategy

Council will work with RMS to explore opportunities to green the length of the Central Coast Highway between Somersby and Erina.

Key objectives are to improve the arrival experience in to the corridor, protect and promote inter-urban green breaks, bring more vegetation into the public domain, balance the need for business advertising and to reduce the heat island effect. The Landscape Strategy should include:

- A landscape vision for the corridor with specific palettes and planting themes to create identity in each centre, and common elements that unify the centres and provide branding for the Corridor.
- Analysis of land ownership and approval implementation strategies.
- Recommended planning controls for setbacks and landscaping, signage and building design for private land adjacent to the Highway Corridor.
- A concept design for the RMS and Council-owned land that can serve as the basis for consultation.
- Identify a number of Catalyst Projects (refer to **Action 4.3**) from the strategy that can be completed early to best illustrate the added value these improvements can bring.

### Action 4.2 Amendments to the Development Control Plan

Ensure the new comprehensive DCP includes detailed provisions for private land adjoining the Corridor, as recommended by the Landscape Strategy. Ensure these provisions support Council's other objectives for movement and resilience – such as great tree canopy for pedestrian comfort on pathways, and using this Corridor to increase tree canopy and create habitat.

Controls should provide guidance on building setbacks and landscaping, signage and building design and tree canopy targets.

### Action 4.3 Business case to support Catalyst Projects

Council to prepare a business case to support the implementation of the Catalyst Projects (refer **Action 4.1**) and identify funding opportunities. This could include State/RMS funding, Council funding and developer contributions.

### Catalyst Project D



### Direction 4

### Somersby Gateway + West Gosford Gateway



Cap-Rouge Memory Wall, Quebec  
Source: <http://www.landscapine.com/index.php/2013/04/cap-rouge-memory-wall-by-planis-landscape-architecture/>



Lonsdale Street Upgrade, Dandenong VIC  
Source: <http://b-k-k.com.au/projects/central-dandenong-lonsdale-street-redesign-and-upgrade>

### Somersby Gateway

The approach to the Somersby Employment Area by car or truck can be difficult to navigate and the existing signage does not truly promote the significance or quality of the area. The intersection of the Central Coast Highway and Kangaroo Road is a real opportunity to signpost the Employment Area and clearly direct visitors to the area. The eastern side of this intersection is already very attractive, featuring a sheer sandstone wall and mature vegetation. The western side of the intersection has been cleared, is unattractive, and currently does not provide any directional signage.

The entry statement should primarily be a landscape response, promoting the Employment Area's incredible bushland setting. This Catalyst Project could also incorporate public art elements, and interpretation of the site's rich geology or heritage.

### West Gosford Gateway

The view of the Gosford City Centre as one drives east along the Central Coast Highway descending through the forest from Mount Penang is an exciting gateway to Gosford. Its natural setting in the mountains is one of its best features, and will be part of Gosford's competitive edge in the future.

While the large format retail uses on the Central Coast Highway serve an important purpose, the scale and design of the buildings, the at-grade car parking, and deep un-landscaped setbacks detract from the view to the city. This part of the highway would benefit greatly from tree planting in the both the road reserve and front building setbacks, car parking and large hard stand areas being located to the rear of properties and improved pedestrian connections. A planted central median with large trees would have a significant impact on the scenic quality of the road corridor whilst also helping to reduce the extreme urban heat island effect in hotter months.



Landscape Gateway Features



Ropes Crossing, NSW  
Source: <http://www.fleetwoodurban.com.au/inspiration/case-studies/ropes-crossing-picnic-shelters-Public-Artworks-entry-statements>

Natural Landscape Edges



Central Coast Highway  
Source: <http://www.rms.nsw.gov.au/projects/planning-principles/centre-for-urban-design/achievements/central-coast-highway.html>

Landscaped setbacks



Carmel Valley, San Diego  
Source: <https://watersmartd.org/content/watersmart-landscape-carmel-valley-business-park>

Significant views



Gosford waterfront

Central median tree planting



Source: [http://www.humannature.co/civic\\_central-parkway.html](http://www.humannature.co/civic_central-parkway.html)



## Corridor strategy: Sustainability and resilience



### Direction 5

## A resilient Somersby to Erina Corridor

Cities house approximately 60% of our population and are growing exponentially. Planning for resilience in our cities and town centres is therefore a necessity today to address the complex challenges and chronic pressure of growth. Resilience allows us to respond to changes associated with urbanisation, accelerating population and the increasing risks posed by changing weather patterns.

The Somersby to Erina Corridor is an important employment corridor with a diversity of economic activities, from industrial zones, recreational, residential to retail. The location of this corridor along the M1 makes the area accessible to commuters from neighbouring areas. Similarly, the close proximity of this corridor to Sydney makes it a viable business investment location.

On the other hand, the corridor faces some major risks from bushfire in Somersby and Kariong, inundation from sea in West Gosford and Gosford, congestion, delays and lack of public transport connectivity across the corridor. These challenges are further compounded by the ageing stock of infrastructure that is vulnerable to the intensity, frequency and magnitude of natural disasters.

#### Action 5.1 Risk assessment

Council is to undertake a risk assessment to identify and understand the key risks facing the city such as housing affordability, climate change, sea level rise and map the vulnerable sites and infrastructure. This study will inform the development of policies and plans that embed risks scenarios when planning future development along the corridor such as public domain and transportation networks.

#### Action 5.2 Urban Sustainability Strategy

Council is to develop an Urban Sustainability Strategy and design guidelines to implement sustainability practices such as pedestrianization, resilient/low carbon/green infrastructure development across transport, energy, building, waste and water. The Strategy should make recommendations for related studies such as Greening Building guidelines, affordable housing, and open space plan, urban forestry strategy and streetscapes design guidelines.

#### Action 5.3 Disaster Resilience Strategy

Council is to Develop Disaster Resilience Strategy to embed emergency risk into asset design, planning and management.

#### Action 5.4 Climate Change Policy

Council is to develop and implement a Climate Change policy and action plan that provide the strategic direction for Council and the community in transitioning towards a Net Zero Emission Central Coast. This should address foreseeable financial risks, particularly to the business sector, associated with climate risks. This involves supporting investment in renewable energy opportunities, energy efficiency and reduces the carbon footprint of local businesses through the concept of circular economy.







**Somersby**

**Mount Penang and Kariong**

**West Gosford**

**Gosford City Centre**

**Gosford East and Point Frederick**

**Erina**

## Centres Strategies

The Corridor is made up of six centres, each with a unique role in the function of the Corridor and the Central Coast Region. The aim of this place-based approach is to create centres with their own identity that provide a range of experiences and diverse housing and jobs that support the success of Gosford City Centre as the Regional City.

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





### **2036 Target:**



***New targets for housing and jobs to be informed by a future Employment Lands Study***

## **Somersby**

### ***A thriving jobs hub nestled in the mountains***

Our vision for Somersby is the continued success of the Somersby Employment Area, which continues to attract new and diverse businesses and investment. The services, quick bus link to Gosford Town Centre and bush setting make Somersby a beautiful and inspiring place to work, and businesses can attract great staff.

Somersby Falls and Brisbane National Park are protected and enhanced. People come from all over Australia to experience the incredible scenery, rich history, local produce and experience some of the best walking trails in Australia.



## Understanding Somersby



Aerial view of parts of the Somersby Employment Area - the green corridors and connections to the forest give it a unique and special character

### A rich indigenous history

The Gosford area is identified by the Darkinjung Local Aboriginal Land Council as being of traditional significance to their history of occupation in the area. The area is particularly known for its rock art. Sites that contain Aboriginal objects are of Aboriginal heritage significance and actions are required to protect and enhance them to ensure their value is preserved for future generations.



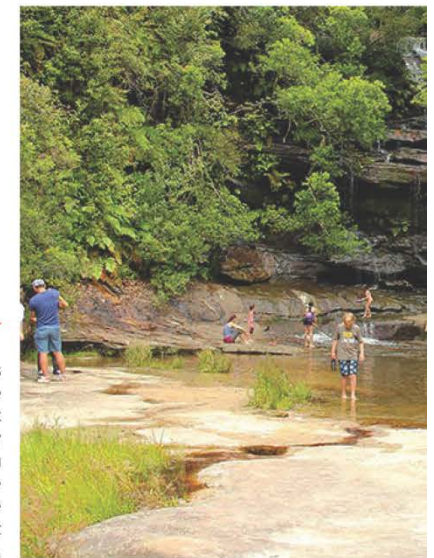
Local aboriginal rock carvings

### The most significant industrial park north of Hornsby

The Somersby Employment Area is a successful industrial park with excellent highway access. Approximately 50 per cent of the Somersby Employment Area is undeveloped with 159 ha of undeveloped employment lands (The NSW Department of Planning and Environment's Employment Lands Development Monitor). On face value, this amount of land seems sufficient to accommodate the growth in relevant jobs for the life of this plan (2036). However, closer inspection reveals that many remaining sites are constrained for development for reasons of environmental and archaeological significance. Further studies are required to ascertain future demand and supply of industrial lands to ensure Somersby Employment Area continues to grow and serve the needs of the Corridor and broader region – see Somersby Actions overleaf.

### Entry to Somersby Falls, Brisbane Waters National Park and connections to the Great Northern Walk

The industrial area is surrounded by environmental and rural lands, including the Somersby Falls and Picnic Area at the outskirts of the National Park. The parks are rich with history and contain many great walking paths and recreation opportunities.



Somersby Falls

### A need for more cafés, and recreation opportunities for workers

Somersby has a busy café, but there are limited places to sit and relax, or meet people. There are no sports facilities or other infrastructure like child care in the area. Opportunities for sports, recreation and walking at lunch times, and other services, and may help businesses to attract the right workers, and promote the health and happiness of employees.



Public domain investment in the spaces near the existing cafe in the Somersby Employment Area would provide better amenity for workers

*Somersby has two main roles – as an area of environmental beauty and archaeological significance and an employment powerhouse. A careful balancing act and management of interfaces and protection of environmental assets will ensure its long term success.*



Example of best practice Rapid Transit Bus infrastructure - Northern Beaches. Source: TINSW



Informal car pooling in Somersby

### Opportunities for increased public transport use

There is an existing bus service between Somersby to Gosford and Erina, but it is underutilised, and the infrastructure needs improvement. Additional services, faster services, stops and pathways connecting to the stops will promote increased patronage. There is also evidence of people car-pooling in Somersby, either to share a car to Gosford to get the train or for the drive into Sydney – a great behaviour pre-condition for mode shift away from private vehicles.



Ploddy the Dinosaur, Australian Reptile Park

### Tourism, food production and businesses

There are a number of existing attractions and businesses in the area (such as The Reptile Park) that would benefit from some marketing and better visibility. Old Sydney Town should be investigated for future alternative uses.



## Centres strategy: Somersby

### ➔ Direction 6

#### Ensure the long-term success of Somersby Employment Area

##### Action 6.1 Employment Lands Strategy

In terms of projected growth, sectors like manufacturing, agriculture, transport are forecast to decrease in numbers of jobs up to 2036, but construction and utilities will experience slight growth. There may be demand for new types of jobs and services in this area that aren't apparent in 2018. In terms of supply of suitably zoned land, approximately 50% of the Somersby Employment Area or 159 ha of land is undeveloped. Whilst this appears on face value to meet demand, the Somersby Plan of Management (2005) suggests that parts of the undeveloped land may be affected by environmental constraints.

Following the implementation of the Plan of Management (Action 8.1) and a clearer understanding of the development capacity of the remaining land, Council will undertake an employment lands study that will consider projections for all employment types and assess supply of both industrial and commercially zoned land. The industrial lands component will ensure there is sufficient capacity across the LGA, particularly within Somersby. The project would involve updating the 2013 Wyong Shire Employment Land Study and Industrial Land Audit to include the former Gosford LGA, analyse demand and supply, gap analysis and policy directions. In the meantime, it is important that industrial land is reserved for industrial uses and rezoning applications are resisted.

##### Action 6.2 Investigate opportunities for the re-use of the Old Sydney Town site

Old Sydney Town was a theme park dedicated to Sydney's colonial history. More recently, there has been community pressure to re-open the park. The site may have the potential to accommodate other uses that support the function of Somersby and the vision for the Corridor.

Central Coast Council will prepare a brief, and engage consultants to consider options for the future use of this site, to inform discussions with the landowner.

### ➔ Direction 7

#### Protect Somersby Employment Area's history and landscape

##### Action 7.1 Implement the Somersby Plan of Management

Amend the Development Control Plan (DCP) to implement the existing Plan of Management and provide certainty for industrial land owners and developers. In particular, the new DCP should clearly identify and provide clear guidance for development in areas of high value vegetation and areas of aboriginal or archaeological significance.

##### Action 7.2 Somersby Public Domain Strategy

Beautiful streets, large trees, open spaces and easy way-finding will make the Somersby Employment Area attractive to businesses and employees. Central Coast Council will seek funding for and then commission a public domain strategy for the Somersby Employment Area. The strategy should consider:

- Street hierarchy and character.
- Establishing generous landscaped setbacks and tree planting.
- Opportunities for shared paths on streets and through large sites to provide connections back to Wisemans Ferry Road, to connect to the Hub.
- Reserving land along waterways and riparian corridors for future connections.
- Opportunities for small open spaces for passive and active recreation.
- Draft DCP provisions for:
  - Locating parking to the rear of buildings where possible.
  - Preserving remnant vegetation in front setbacks.
  - Implementation of the recommendations of the 2005 Plan of Management in terms of preserving vegetation, valuable habitat, areas of archaeological significance.
- The longer-term ownership and management of open space assets.

Catalyst Project E



Direction 6

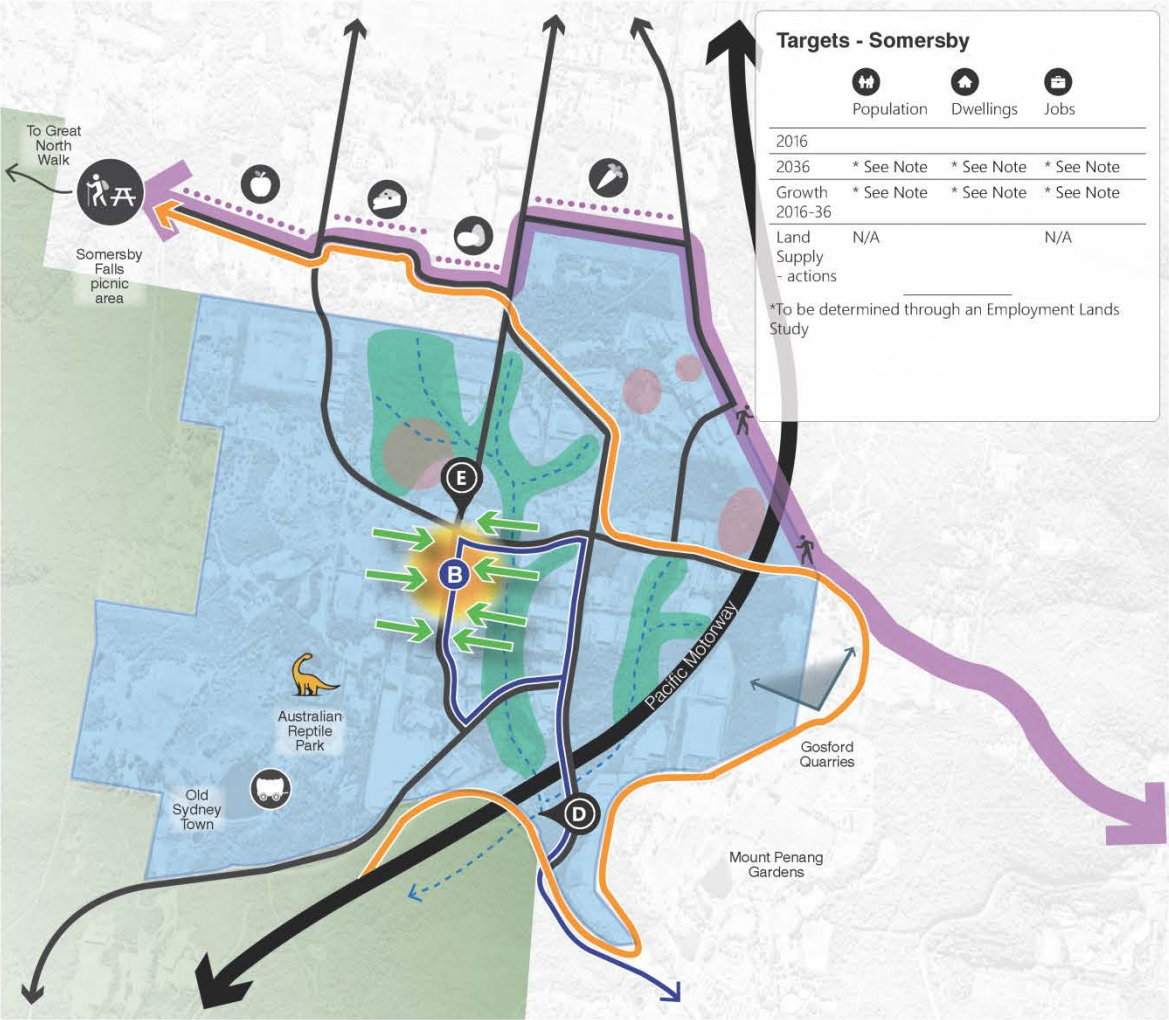
#### Somersby Hub



Image: Shed Store & Cafe, Jensen Architects, California  
Source: <http://cdnassets.hw.net/28/94/c44a5e0d46f88f31006dd8e8212/1959246492-shed-jensenarchitects-hero-1cm0-2179102.jpg>

To ensure that Somersby continues to attract investment, it will need to provide amenity and facilities for the people who work and visit the Employment Area. Having a great place to eat lunch and relax with friends also reduces the need for workers to drive to nearby centres, reducing traffic on the roads.

Our vision for the Somersby Hub is to improve the amenity of the existing Hub by providing green open space, improved outdoor areas, supported by a bus stop, end of trip facilities and bike parking. The existing centre presents an opportunity to convert at-grade parking spaces to a green area with picnic tables, a small basketball and potentially table tennis tables. The car spaces would need to be replaced on the street, or potentially on a near-by development site. The site is privately owned, and so any public domain improvements would need to be undertaken through a collaboration between Council, the owner and existing tenants.



Land use

- Somersby Employment Lands Retain and protect the industrial zoned land (IN1 Zone). See Direction 6.
- National Park Maintain open space and national park. Promote use and enjoyment by tourists and locals with new paths and facilities. See Direction 8.
- Catalyst Project E: Somersby Hub Reinforce the Hub as a place to meet and relax during the working day. See Catalyst Project E - Somersby Hub.

Public domain, heritage and environment

- Green Links / Streets Create secondary walking and cycling connections through to Wisemans Ferry Road, connecting people to Somersby Hub. See Direction 6.
- Riparian corridor and habitat protect the sensitive ecological areas alongside riparian zones. Create pathways along the alignment to improve connections and enjoyment of these natural assets. See Direction 8.
- Primary areas of aboriginal significance Provide a strategy for protection and ongoing management of areas of aboriginal heritage and significance.
- Significant views Make the most of beautiful regional views from the Highway, by promoting tourist routes to the National Park and food production areas north of Somersby.
- Tourist drive Promote a tourist drive to the National Park and Great Weekender attractions that does not go through the industrial area.
- Create a landscaped entry to the Somersby Employment Area. See Direction 4, Catalyst Project D

Corridor Directions

- The Great Weekender Trail In Somersby, the Trail provides for a day out in Somersby, trying local produce, visiting the National Park and great walks. See Direction 3.
- Proposed Rapid Transit bus network In Somersby, the proposed bus service include a new stop at the Hub, and quick connections back to Gosford.





**2036 Target:**



**216 additional jobs\* in Mount Penang**

## Mount Penang and Kariong

***An emerging commercial precinct with entertainment, the arts, and sports at its centre***

The Mount Penang and Kariong Precinct is a playground for all ages and an incredible opportunity for the future of the Corridor. The vision for Mount Penang is for a successful festival and entertainment precinct with complementary commercial uses, that funds the protection and maintenance of the site's landscape, heritage and cultural values. During the week, Mount Penang is an emerging commercial centre attracting jobs to the region. As the precinct evolves, the site can also accommodate school, arts and sports camps, making the most of the open spaces and facilities. During the weekend, the site hosts world-class events and festivals, with the best musicians and artists from around the world in a landscaped, heritage-listed setting. Within the southern part of the precinct, Kariong is a quiet residential neighbourhood with a vibrant local centre.

*\*Figure to be reviewed as part of Snowy Hydro Fund Projects*

CENTRES MOUNT PENANG AND KARIONG



## Understanding Mount Penang and Kariong



Poster for Mountain Sounds festival



Heritage Precinct



Mount Penang Gardens

### A giant game of hide and seek

Mount Penang Gardens is a botanical garden like no other. It comprises 8 ha of beautiful gardens, sculpture, walking paths and water forms, designed as 12 unique garden rooms. "The suitability of the site for an enormous game of hide and seek did not escape me. You are never really sure what to expect when making the next turn." Mount Penang designer, Anton James



### New businesses and uses in the Heritage Precinct

The adaptive reuse of 55 buildings, some of which are State heritage listed, provides an employment base for more than 450 people. Future uses should protect and celebrate the area's important and rich history. Although well-used, these buildings may have additional capacity.



### Home of the music festival

The Mount Penang Gardens is home to world-class music festivals, such as Mountain Sounds. The 156 ha site presents many options for hosting a range of events for up to 25,000 people.



Dance college students

*The vision for Mount Penang is for a successful festival and entertainment precinct with complementary commercial uses, that funds the protection and maintenance of the site's landscape, heritage and cultural values. Kariong continues to be a great residential neighbourhood, supported by a local retail centre.*



Soccer camp

#### Kicking goals!

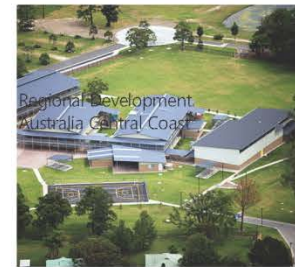
Mount Penang has also has facilities for sporting camps and programs, with the International Football School as a long-term tenant. These uses make the most of the open spaces and beautiful setting.



NAISDA Dance College

#### A home of Indigenous Dance

The National Aboriginal Islander Skills Development Association (NAISDA) Dance College was established in 1975 to train Indigenous Australians in dance. Graduates have worked in arts management, dance, music, theatre and film, both at the elite and community level, and was the origin of the Bangarra Dance Theatre. The beautiful new facility at Mount Penang includes world-class performance and training spaces



Kariong Mountains High School

#### A state of the art High School

Kariong Mountains High School has increased its enrolments from 200 in 2010 when it first opened to just under 600 in 2016. The school also offers a number of education and training (VET) courses as part of their school program, including building and construction, health and food and hospitality.



The Waterfall Café

#### A beautiful spot for morning tea by the water

The Waterfall Café at the edge of the Mount Penang Gardens is well-used on weekends. This café supports other uses in the park-lands, such as the weekend fun-runs and dog walking groups.



## Centres strategy: Mount Penang and Kariong

### → Direction 8

#### Mount Penang as the Coast's premier Festival and Entertainment location

##### Action 8.1 Mount Penang Festival Strategy

Council is currently undertaking a strategy for festivals and events in the Central Coast Local Government Area. A specific strategy and recommendations for Mount Penang should be developed as part of this work. The Strategy should investigate trends, and opportunities for the site to accommodate more events and more diverse events over the year. As part of that strategy, an audit of the existing infrastructure on the site should be undertaken to consider the value of more permanent infrastructure to support events, such as a function hall, permanent amenities and utilities. The Strategy should also investigate ways to reduce impacts on neighbours and on traffic movements, to ensure its long-term viability in the Corridor.

The planning controls allow for commercial uses in Mount Penang. Development in these areas should be compatible with the operation of Mount Penang for significant festivals and events. Findings from the strategy should also feed in to a master planning exercise for the commercial zones.

##### Action 8.2 Mount Penang and Kariong website and coordinator

Most of the marketing for events and programs at Mount Penang is organised by specific groups. For example, music festivals such as Mountain Sounds and the Narara Music Festival operate independent websites, as do the fun-run groups, and the businesses that operate out of the heritage precinct.

The Central Coast Regional Development Corporation (HCCRDC) has an existing Mount Penang website that could be better utilised to advertise events and provide information. Once established, this website could be maintained by the dedicated manager. Collaboration between Council and the HCCRDC could provide further coordination of events with local businesses and with the Great Weekender Trail and Mobile App project.

### → Direction 9

#### The Mount Penang Commercial Precinct contributing to economic growth in the Corridor

##### Action 9.1 Support HCCRDC to develop the Kangaroo Road + Highway Commercial Precinct.

The planning controls allow for commercial uses in Mount Penang. The HCCRDC will be focussing their efforts to secure tenants and investment in this area. Council can support this growth through working with the HCCRDC to prepare a master plan for these areas. The master plan for commercial uses on this part of the site should consider:

- The relationship with the Gosford City Centre and the need to provide a different commercial offer and not a competing offer;
- How development can be designed and sited to minimise impacts on the vitality of the precinct for festivals and events.

The State-heritage listed buildings and fields to the east of the Gardens need a long-term strategy for their use and enjoyment. There is real potential to establish this area as a sporting and education precinct that will attract groups from all around Australia.

### → Direction 10

#### Retain and enhance the existing residential amenity of Kariong and its local centre

##### Action 10.1

##### Improve public domain and connections to Kariong Centre and local community spaces

The precinct plan for Mount Penang and Kariong Centre shall include public domain improvements to better connect existing residential areas to local centres and to support residential amenity by enabling access to public open and recreational spaces.

Catalyst project F



Direction 8

#### Mount Penang Forest Trails



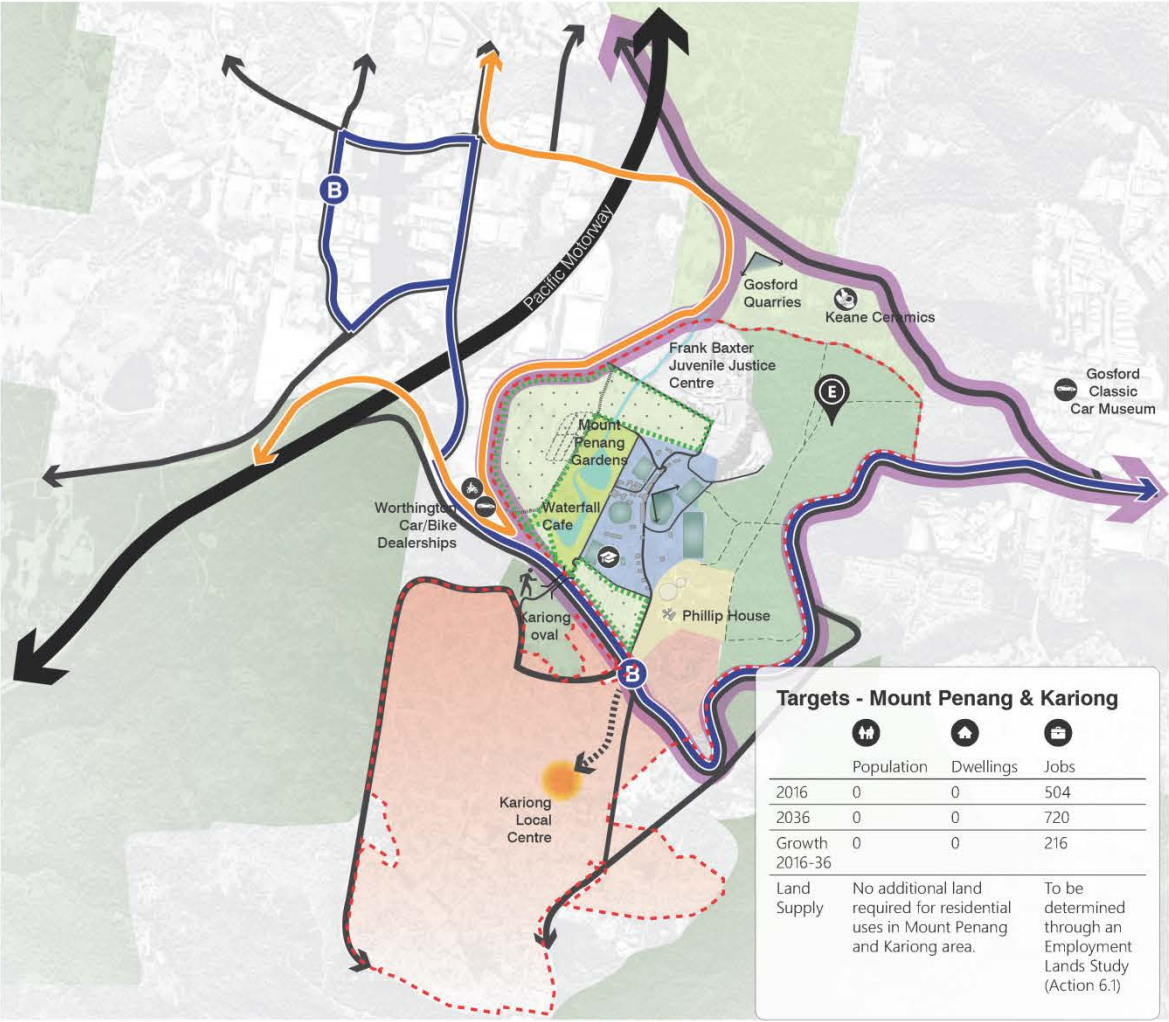
The bushland directly to the east of Mount Penang Gardens represents a good opportunity to investigate additional outdoor active pursuits. Activities such as bushwalking, mountain biking and trail running could utilise existing access trails and new tracks designed to form interesting and challenging loops.

Such activities would help to bring additional users to the park all through the year with the potential to use the other facilities at Mount Penang (e.g. car parking, open space/sports fields and management) to stage events on these trails. Mountain biking and trail running events may also serve to bring income that would help to fund the management of the site.

Council is to consult with the Central Coast Development Agency and existing users of the site to understand the current use (such as the 5km Saturday Fun Runs). The aim is to understand what users like about the site, and what additional support or infrastructure would support additional use.

Prepare a strategy document that identifies:

- The key user groups and their needs;
- New user groups that could be attracted to use the site;
- The key priorities to increase use and visitation, including the types of trails needed (duration of circuits; circuits difficulty)
- Prepare a simple plan for the upgrade and introduction of new trails, consistent with that strategy.



Land use

- Mount Penang and Kariong Gardens precinct Land uses in the Mount Penang and Kariong precinct should support the long-term viability of the precinct as a world-class location for festivals, entertainment, history, celebration, working and learning.
- Possible education and sports precinct With the Central Coast Regional Development Corporation consider the future use of the Heritage Precinct as a Sports and Education Camping facility. It is critical that any future use allow for the protection of the significant heritage assets
- Commercial zones The current land use zoning and DCP controls allow for commercial uses in the areas adjoining the gardens.
- National Parks and bushland Maintain open space and national park. Promote use and enjoyment by tourists and locals with new paths and facilities.
- Kariong residential neighbourhood Preserve this area of low-scale residential uses.
- Kariong Local Centre: This centre should continue its role as a local centre, primarily serving pedestrian traffic. Public domain improvements would support the role of the local centre.

Public domain, heritage and environment

- Walking trails Provide signage and wayfinding for trails within the bushlands. These could provide a great circuit walk or bike ride, as part of a picnic and day out at Mount Penang and Kariong.
- Connection to the Kariong centre - Ensure there is a high quality, generous path connection for pedestrians and cyclists between the Kariong centre and the future bus stop.
- Phillip House Consider the adaptive re-use of the heritage-listed Philip House as visitor accommodation.

Corridor Directions

- The Great Weekender Trail In Mount Penang and Kariong the Trail will allow for visitors to Mount Penang Gardens, or the Dance Centre to extend their visit to include a walk to local industries or enjoy the views from Gosford quarry.
- Proposed Rapid Transit bus network Providing bus access from Mount Penang and Kariong to the Gosford Town Centre would be a great asset for festivals, and allow for festivals and events to extend beyond Mount Penang and Kariong to the waterfront, local breweries and attractions.





### 2036 Target:



1,434 additional people



621 additional jobs



926 additional dwellings

## West Gosford

### *Short term strategies for the public domain and long-term planning for growth and success*

West Gosford is the front door to Gosford Regional City Centre travelling over the ridge from Sydney. The view from the Central Coast Highway reveals the city centre with its incredible backdrop of mountains and water. The vision for West Gosford is to ensure it presents the right introduction to Gosford, as a place that is green, welcoming and active and connected to the waterfront.

To the north of the Central Coast Highway, industrial and employment uses will continue to flourish, with new public domain projects providing a better connection to, and over, Narara Creek over time. To the south, planning for foreshore access, new connections and open spaces will provide the right framework for possible future residential growth.



## Understanding West Gosford



The Gosford Classic Car Museum

### Make the most of existing cultural and tourism assets

The existing industrial area to the north of the Highway accommodates diverse and successful businesses, many of which support the local construction industry. The large lots and ease of access also means that this area is suitable for uses like the Gosford Classic Car Museum – a significant attraction with over 450 cars and motorcycles on display!



Narara Creek, north of the Central Coast Highway

### An under-appreciated creek

The light industrial area does not make the most of the outlook to Narara Creek, which will be an important recreation asset in the future. Planning provisions should ensure that any new development is set back from the creek to allow for a linear open space and pedestrian connections in the future.



Riverside Park

### A healthy bulky goods and services precinct

The research undertaken to inform this strategy reveals a bulky goods precinct that is well-tenanted and appears to be successful and meeting the area's demand. The recent Riverside Park development comprising medical suites and other essential services is an important anchor (pictured). The continued success of these uses will be supported through clear land use direction that provides certainty and confidence about investing in these uses in West Gosford.



Aerial view of West Gosford, showing its extensive coastline and potential for future development to engage the water.

#### Evolving land uses south of the Highway

The land uses in the south of the precinct are a mix of residential, light industrial and bulky goods uses. The Gosford RSL and a seniors living development near the edge of the water potentially don't take full advantage of the outlook, and future outdoor eating areas, balconies and recreation areas could be designed to look out to the water and activate this edge.



Garnet Adcock Memorial Park



#### Creating a great entry to Gosford

The arrival into Gosford is a mixed experience. The part of the Highway in the cutting is pleasant, and the long distant views to Gosford City Centre are compelling. The quality of the highway environment in West Gosford, particularly in front of the bulky goods / light industrial precinct, is stark and un-landscaped. A future landscape plan for the highway edges should balance the need for the businesses to be visible from the road with the need to create a green, cool, tree landscape character. Central median planting would transform the character of the area.



#### Future connections to water and open spaces

Just as the industrial area does not make the most of the outlook to Narara Creek, the area south of the town centre has beautiful outlook to parks and Brisbane Water. Foreshore access and amenity will be improved over time as the area and its land uses evolve.

#### Walking trails

There are well-maintained and well used shared paths in many parts of West Gosford, providing for connections back in to Gosford and into the bushlands and around Brisbane Water. The walks are punctuated by information about the birds and plants and the site's history. The connections on the Highway would benefit from some additional space and further separation from traffic.



West Gosford Shopping Centre

#### A local centre destination

West Gosford has great shops and is popular with residents. However, recent road upgrades have made the intersection of Central Coast Highway and Mann Street less pleasant for pedestrians. A public domain and landscape strategy that provides for more tall trees and improved pedestrian comfort will improve the pedestrian experience and presentation of the West Gosford Town Centre.



## Centres strategy: West Gosford

### ➔ Direction 11

#### Set up West Gosford for future renewal

##### Action 11.1 Structure Plan for future renewal south of the Highway

Although there is sufficiently zoned land in the southern part of West Gosford to accommodate growth for approximately the next 20 years, planning should commence to unlock land for more homes beyond that time. West Gosford has a mix of uses – entertainment, retail, seniors living, residential, industrial and commercial – and excellent outlook and amenity. In the longer term, subject to strategic planning and assessment, more mixed uses may be supportable. Renewal in the precinct could deliver new streets and open space and activate and unlock open space and connections along Brisbane Water. It is important that there is a plan in place to future-proof land for renewal.

Council will prepare a structure plan to ensure there is a public domain and structure in place for mixed uses in the future, and to provide a framework for assessing future Planning Proposals. Continued foreshore access and new streets and parks will be important outcomes if the area does change over time. Flooding will be a major constraint. The framework should include:

- Continuous foreshore access for cyclists and pedestrians.
- A new secondary street network that provides for convenient and pleasant connections between key uses – like the water, the local centre and open spaces.
- Opportunities for new local open spaces on large development sites, creating a linked series of green spaces on the waterfront.
- Guidance on future built form and land uses.

This plan should be endorsed by Council as policy to inform future applications and rezoning projects. This framework should only relate to the area south of the Highway. The Highway acts as a significant barrier, and the land to the north effectively operates as a separate centre. The employment lands are intact to the north, and should be preserved for this purpose and to support a vibrant local economy. The policy should also be clear that zoning for residential uses in the short term will not be supported because residential uses are better located in existing centres and existing residential zones, and because the land accommodates businesses and uses that support the local population.

##### Action 11.2 West Gosford public domain strategy

Council to prepare a strategy to improve the amenity and connections in the West Gosford Employment Area (to the north of the Central Coast Highway). The strategy should include:

- Refine the location of green links connecting the Employment Area to the water (refer to the indicative locations in the structure plan)
- Provide setback provisions (to be accommodated in the DCP) to ensure development is set back to create these links.
- Investigate if any future streets might be required, and future proof these areas- i.e. restrict development within those locations.
- Setback provisions for new industrial development on Narara Creek to create a great public space and response to the objectives of State Environmental Planning Policy No 14—Coastal Wetlands.
- A detailed setback and landscape strategy, focussing on creating great, walkable, green streets with tree canopy and shade.
- Identify any early projects that would be easy to achieve and create instant benefits for local workers – such as pocket parks with picnic table for lunchtime enjoyment.

The approach should be that new public domain should not necessarily be created, or land dedicated, while the land is still required for employment uses. In the long-term, these outcomes could be sought as part of the comprehensive renewal of the precinct.

##### Action 11.3 Master plan for West Gosford Shopping Centre

Council to prepare a master plan to guide future renewal of the shopping centre site to create more connections and public spaces. The West Gosford Shopping Centre comprises popular shops, including a full-line supermarket.

Recent road upgrades have resulted in wider, noisier road conditions, the removal of trees and the closure of Corumbebe Road. These changes have a negative impact on the presentation of the centre to the street, and the conditions on the street for pedestrian and cyclists. The opportunity is to build on the centre's success with public domain improvements and the creation of new public spaces. Priorities for this centre include:

- Large trees in the front setbacks and on Corumbebe Road. These will play an important role in providing shade for pedestrians, and giving the centre a greener appearance.
- Consider paving the cul-de-sac to the north of the centre to lessen the visual impact of the significant increase in hard-stand area. Landscape the edges of the street.
- Opportunities for more street furniture, which would also serve users of the new bus corridor.

### ➔ Direction 12

#### Ensure ongoing success of bulky goods and urban services

West Gosford is a primarily employment precinct focusing on the provision of population serving industries such as retail trade and manufacturing, with a low residential population.

A public domain strategy for the West Gosford Employment Area should be undertaken to improve the environmental outcomes, preserve the amenity of the creek for the future, facilitate active transport for local employees and customers and improve how development addresses public spaces.

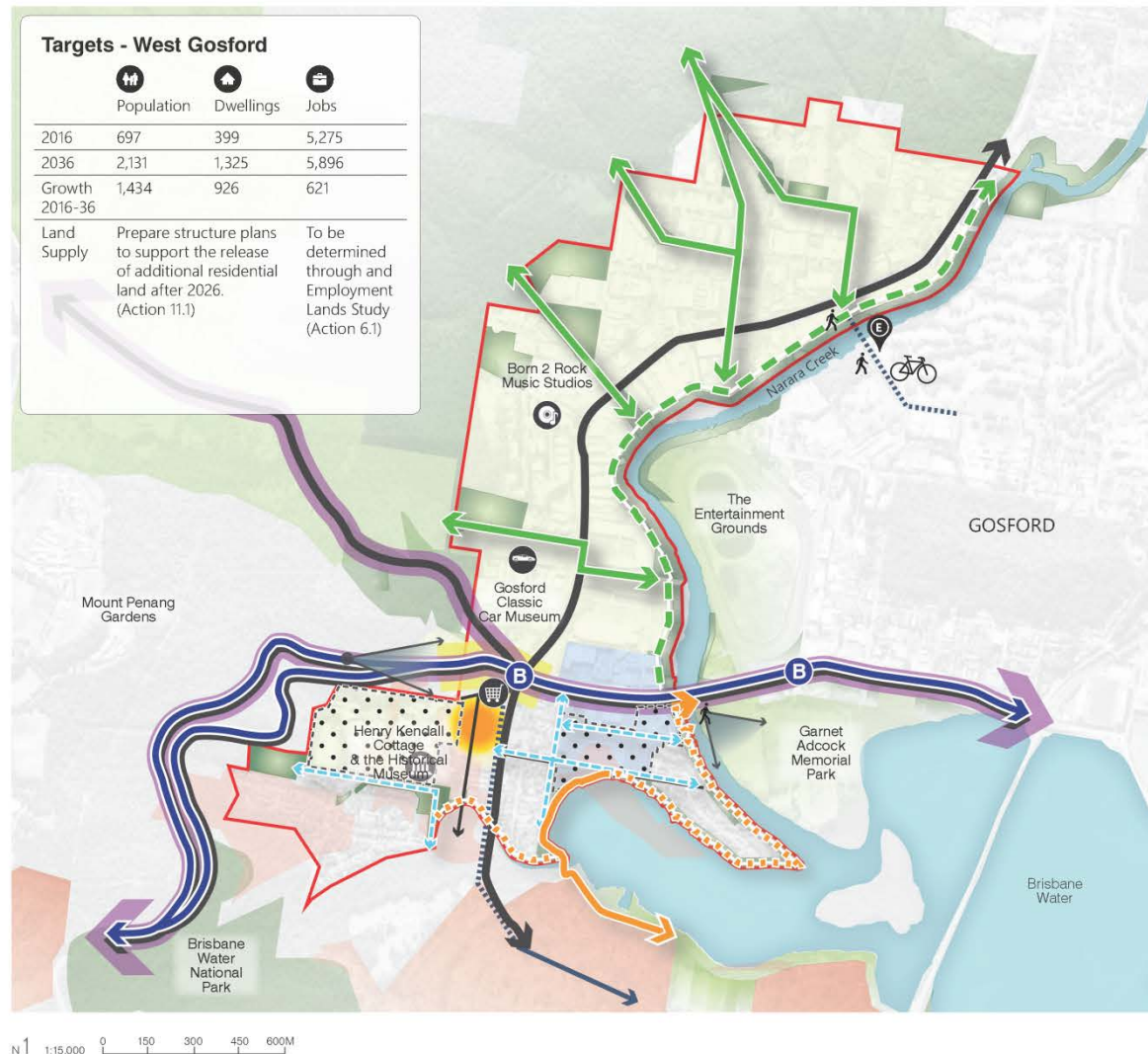
It is also critical to provide certainty about the current and future land use zones in the area.

##### Action 12.1 Policy direction to protect current zones until further review

It is important to provide certainty to landowners and the community about the future vision for the employment areas, which are under pressure for residential development.

Council should not support rezoning applications for land in the B5 and IN1 Zone at this stage, because there is adequately zoned residential land, and the strategy is to focus this development in well-served, existing centres.

A policy that clearly articulates this position of Council will provide certainty and should discourage speculation.



### Land use

- Bulky goods precinct** retain the current B5 zoning. Because of the busy road conditions, and because bulky goods uses are appropriate and successful in this location, these uses should continue to be located adjacent to the Highway. Improve the presentation of these businesses through public domain upgrades.
- Industrial area** The land uses in this precinct are successful and convenient and support the function of the region more broadly. Protect the IN1 Zone. Improve amenity and connections in this precinct.
- Future investigation areas** Two employment precincts south of the Highway present medium to long term opportunities for renewal. Council should resist rezoning in this area in the short term. See Direction 10.
- Local centre** - Plan for the expansion of this popular local centre and delivery of new public domain. See Direction 10.3.

### Public domain, heritage and environment

- Central Coast Highway landscape upgrades** Large trees along the highway, a central median with established trees and minimising car parking facing the streets should be key recommendations of a future Public Domain Plan. See Direction 10.
- Green links** Building setbacks can provide for new connections through the industrial area can improve permeability for pedestrians and create pocket parks for workers.
- Narrara Creek Linear Open space** A 10m setback from water's edge will support a future linear open space along Narara Creek, multiple green corridors and connections between Strickland Ranges and the Creek, and a future cycle/ pedestrian connection.
- Existing cycleways**
- Proposed new streets** The structure plan for the possible long-term renewal of these areas should investigate these fine-grain connections.
- Investigate a future shared way connection over Narara Creek**, connection West Gosford to the Racecourse precinct, and the Gosford City Centre.

### Corridor Directions

- The Great Weekender Trail** In West Gosford, the Trail along the Highway connects into local streets and walking trails.
- Proposed Rapid Transit bus network** Two bus stops in this precinct connect people to the West Gosford Centre and the Racecourse, which is an important destination for events.





### 2036 Target:



**2,993 additional people**



**5,264 additional jobs**



**2,327 additional dwellings**

## Gosford City Centre

### *Food and culture on your doorstep*

Gosford City Centre is the regional centre for the Central Coast. Well connected by rail and road, with education, health, sports and recreation attractions all located on the edge of the stunning Brisbane Water and surrounded by natural bushland.

The potential is for the city to leverage off these assets and maximise the opportunities they provide to create a more vibrant, connected and liveable city that attracts the investment and culture it deserves.

CENTRES GOSFORD CITY CENTRE

# Understanding Gosford City Centre



Image source: Google Earth screenshot

 Attractive forested hillsides and waterfront  
Gosford benefits from an attractive natural setting. Cradled between Presidents Hill, The Rumbalara Reserve and Brisbane Water, these stunning natural assets give it a unique sense of place.



Image source: Architectus



Image source: Architectus

Image source: Architectus

#### Huge potential on the waterfront

The waterfront is one of the city's most attractive natural features. Wide views over Brisbane water are a short walk from the centre of town and there is a public footpath along most of the frontage. There is a great opportunity to build on this asset by improving access across the Central Coast Highway as well as the general amenity, facilities and attractions along the foreshore.



#### A high quality Mann Street

Mann Street is the primary retail strip in Gosford. It connects the train station, CBD retail and Gosford water front. Focussed public domain improvements to Mann Street will help to improve the image of the city and promote pedestrian and retail activity between its key assets and attractions.



Image source: Architectus

#### Kibble Park is the heart of the city

Kibble Park is an important place in the heart of the CBD which provides a public domain and open space area for play, relaxation and community events. The park's relationship with the adjacent Imperial Shopping Centre could be improved to further enliven the space.



Image source: StadiumDB.com

#### Existing significant attractions

The Central Coast Stadium plays host to the Mariners. A major attraction, these soccer games bring an influx of people into the City Centre. There is an opportunity to create more reasons for these people to dwell longer in Gosford before and after the games and contribute to its vitality.



## Centres strategy: Gosford City Centre

### ➔ Direction 13

#### A busy and exciting Gosford City Centre

##### Action 13.1 Site for Newcastle University

There is an opportunity for a satellite nursing school or similar education facility to locate in Gosford City Centre. A university could benefit from close ties with Gosford Hospital and the existing TAFE. Council will continue to work with Newcastle University to find a suitable site for a campus, close to transport, the hospital and accommodation.

##### Action 13.2 Public Domain & Streetscape Masterplan

Council will work with DP&E and HCCRDC to develop a Public Domain and Streetscape Masterplan for Gosford City to improve the public amenity and streetscape experience. The master plan should seek to promote outdoor dining, active streets, visual links to surrounding landscape features and improved connections to the waterfront.

##### Action 13.3 Train station and bus interchange upgrade

Arrival and departure from Gosford City Centre is to be greatly improved through the upgrade of this critical interchange. Improvements will provide a more pedestrian friendly, attractive and comfortable experience that fosters the use of public transport and improves the sense of arrival for the city. Council will work with TfNSW to establish the opportunities and commit to a time frame for future works.

##### Action 13.4 A site for the markets

Farmers markets are already held on the racecourse on Sundays. Another more centrally located food focussed market should be located either with the City Centre or on the waterfront. Council will work to identify a site that will allow for regular or semi-permanent operations and good facilities to encourage high quality stalls and goods.

### ➔ Direction 14

#### A city set in nature

##### Action 14.1 The Point Clare to Gosford Rail Shared Path

Gosford Waterfront is a key natural attraction and point of difference for the City. To capitalise on this asset, Council will work with relevant agencies to progress the Point Clare to Gosford Rail Shared Path to enable the community to further enjoy the city experience in its natural setting.

##### Action 14.2 Presidents Hill Aboriginal Trail

Presidents Hill offers an opportunity to provide a new recreational learning experience for visitors that focusses on the original inhabitants of the region and its landscape. The trail could wind its way up the Hill to the lookout utilising interpretive materials and artworks along the way. Council will work collaboratively with the Darkinjung Local Aboriginal Land Council, landowners and agencies to scope if a trail in this area is feasible and supportable.

##### Action 14.3 Connection to the waterfront

Gosford City Centre's location overlooking Brisbane Water contributes much to its character and sense of connection with landscape and recreational opportunities. The ability of the city to capitalise on such a stunning natural asset will depend on the quality of its connections.

An improved public domain along key pedestrian links including Mann Street and Baker Street will provide a more comfortable and attractive walk from the City whilst new and improved crossings of the Central Coast Highway will provide convenient access to the shore.

Council will progress discussions with RMS and HCCRDC for improved/additional crossings of the Central Coast Highway.

### ➔ Direction 15

#### Invest in Gosford's Public Domain

##### Action 15.1 Implement the Government Architect NSW Urban Design and Implementation Framework (UDIF)

The UDIF takes a place-based approach to the revitalisation of Gosford City Centre. There is a clear emphasis on key public domain projects that can act as a catalyst to revitalisation. These key projects and spaces include:

- The Civic Heart (Kibble Park)
- City North (Mann St, Burns Park and additional public open spaces)
- City South (Leagues Club Park)

Council will continue to engage with the Government Architect and HCCRDC to establish funding opportunities and implement these key public domain improvements.

##### Action 15.2 Gosford Boardwalk and waterfront strategy

Council will conduct a detailed review of the public domain along the waterfront that will identify opportunities to create a highly improved pedestrian and cycle friendly boardwalk that becomes a major recreational attraction. Improvements may include the width of the walk, new materials, lighting, street furniture, public art and planting together with improved opportunities to get into and onto the water.

Additional opportunities to provide destination attractions such as improved children's play, picnic and BBQ facilities, food and beverage outlets, improved swimming facilities, cycle and kayak hire will also be investigated.

Designs will be costed and implementable with key funding sources identified.

## → Direction 16

### Grow Gosford's Health Precinct and Connect the Health Network

#### Action 16.1 Facilitate the development of allied health, education, training and aged care services and research facilities in the Health Precinct in Gosford's City North

Council supports the enhancing the growth potential of the health precinct around the Gosford Hospital and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region.

Council will work with public and private health industries and service providers as required, to support and facilitate development of allied health services in Gosford's City North.

#### Action 16.2 Respond to public transport, rail and road network improvements, and manage parking

The UDIF identifies the hospital as a major investment in the future of Gosford. By connecting the hospital to a re-imagined rail corridor and main street, its potential is expanded to start a new generation of innovation in the northern end of Gosford.

The focus on this area is to provide a gateway precinct with pedestrian connections, improved walkability and an attractive public domain.

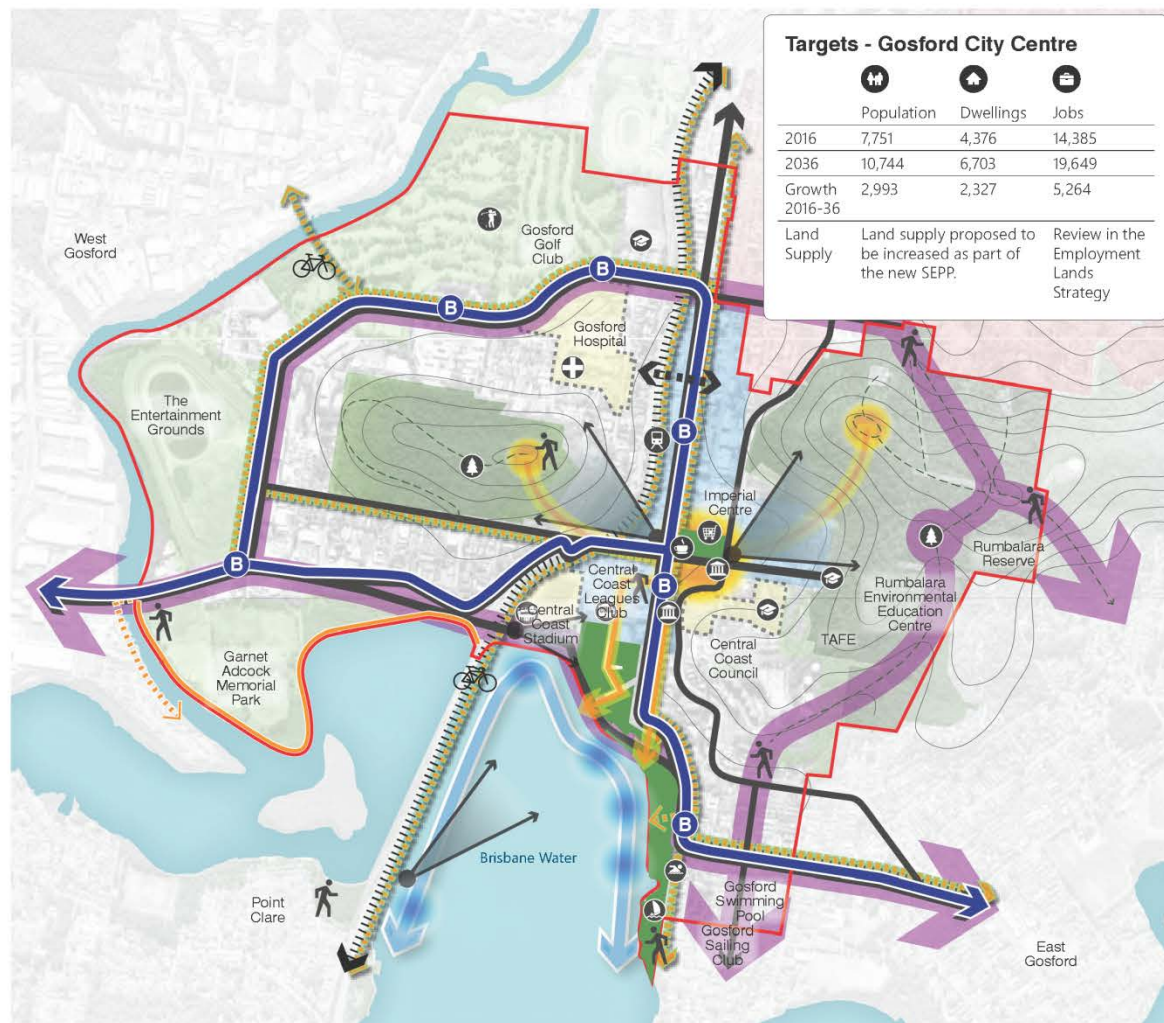
Council will collaborate with the Roads and Maritime Services, Transport for New South Wales and NSW Health to support improved accessibility for patients and visitors.



Image source: Central Coast Council



Image source: Central Coast Council



### Land use

- Town Centre development controls** as per the DCP prepared by DP&E focussed on protecting employment uses, encouraging new development and revitalising the CBD.
- Natural setting** The CBD is cradled by the stunning landscape of Presidents Hill and the Rumbalara Reserve. These natural features define the character of the city and provide a unique sense of place. Views to these vegetated hills from key locations within the CBD are to be protected from future development to maintain this amenity for the future.
- Priority open space** Kibble Park and Gosford Leagues Club Park and the water front are the main public green spaces in the city. The parks are to be upgraded to provide improved facilities and attractions that will support the CBD as both a destination and a place to live and work.

### Public domain, heritage and environment

- Connect the CBD to the hill sides and the waterfront** Mann Street and Baker Street will be upgraded to provide attractive and comfortable pedestrian and cycle links from the CBD to the waterfront. This will include improve connections across the Central Coast Highway.
- Key streets vistas terminating on natural vegetation or sight lines to Brisbane water** are to be protected. Other views include to the Rumbalara and Presidents Hill are also to be retained whilst key arrival views from the highway and train should be considered by future development.
- Waterfront strategy** The waterfront is to be renewed with improved public domain and facilities to create a promenade with a number of destination attractions including a new pool and water play area.
- Cycle connections** Improved cycle connections through the CBD connecting to all major recreational attractions, institutions, transport and surrounding residential areas.
- Railway crossings** The railway acts as a barrier to east-west pedestrian movement. New crossings will provide important links to key facilities such as the hospital.

### Corridor Directions

- The Great Weekender Trail** The trail will include a loop around the CBD including the attractive open spaces, views and waterfront destinations.
- Proposed Rapid Transit bus network 6** bus stops in this precinct connect the major attractions within the CBD with residential, employment and recreational destinations along the corridor. A major component will be an improved interchange at Gosford train station.



CENTRES GOSFORD CITY CENTRE



**2036 Target:****576 additional people****718 additional jobs****415 additional dwellings**

## East Gosford and Point Frederick

***A cosmopolitan village centre with great cafés, diverse, quality housing choices and world-class views***

The vision for East Gosford and Point Frederick is for its continued success as an attractive residential area and vibrant shopping village.

There is an opportunity to leverage off the strong connection with the water, open space, views, existing cultural attractions and its close proximity to Gosford CBD to help deliver key public domain improvements in the established local centre.



## Understanding East Gosford and Point Frederick



East Gosford local centre



### A vibrant retail strip

The shopping strip at East Gosford has a range of smaller retail outlets that provide an important and vibrant focal point for the local community. There are attractive areas of streetscape, outdoor dining and public domain particularly around Victoria Street with on-street parking, good pedestrian amenity, street trees, awnings and planting. There is also an emerging vibrancy along Gumtree Lane with new cafés and businesses starting to activate this quieter street. However, other areas of the centre are blighted by the heavy traffic environment along The Entrance Road/Central Coast Highway, lack of crossings and shade for pedestrians.



The Entrance Road/Central Coast Highway



Gosford Regional Gallery



### Cultural attractions

The Gosford Regional Gallery and Arts Centre (located in Point Frederick) is home to fantastic local and national exhibitions and provides a focal point for the Central Coast art community.



The Japanese Gardens



### The Entrance Road/Central Coast Highway

Parts of the centre are blighted by the heavy traffic environment along The Entrance Road/Central Coast Highway, lack of crossings and minimal shade for pedestrians.



Views to Brisbane Water

#### Waterfront access and views

The waterfront on Point Frederick is predominantly privatised, with homes having direct water access and private jetties in some instances. There are small areas of public space and short stretches of waterfront that are accessible to the public at the end of the east-west streets on the Peninsula. Some public domain improvements and wayfinding could make these spaces more attractive and usable for the broader community and even visitors.



The Albany, Point Frederick (currently under construction)  
Source: <http://richardcrookes.com.au/project/the-albany-apartments/>

#### Emerging medium density development

Our research has shown that residential development in East Gosford and Point Frederick is more feasible than other centres in the Corridor because of the high level of amenity, views and access to the water in some areas.



#### Cultural attractions

The Japanese Gardens at the Gosford Regional Gallery and Arts Centre support functions and events.



View south across Brisbane Water from the shore in front of Pioneer Park

#### Open spaces with water views

Pioneer Park on Point Frederick is a great public asset and is a good location for a picnic. Improved paths and signage on Albany Street will help to make this park more attractive to visitors.



## Centres strategy: East Gosford and Point Frederick



### Direction 17

### A walkable, liveable East Gosford and Point Frederick neighbourhood

#### Action 17.1 Master Plan for East Gosford centre

Council will prepare a master plan for the local centre that will propose improvements to public domain, pedestrian amenity, access and parking and connections to open space, schools and community facilities and attractions.

A key component of this will be to review the role of Gumtree Lane and the planning controls for land either side. Allowing for increased shop top and medium density development in these blocks will be part of a strategic plan to create an activated laneway, additional public domain improvements and pedestrian connections that are sheltered from the adjacent highway environment.

#### Action 17.2 Master plan for the redevelopment of the western part of the centre

The area zoned B2 - Local Centre, to the west of Henry Parry Drive is the less attractive and successful half of the retail centre. In this area the building stock is more run down, and the public domain is poor. The road, noise, narrow footpaths, lack of street trees and shade make the centre less attractive to walk to, and spend time in, compared to the eastern part of the East Gosford centre. Some additional development capacity may be achievable, particularly on the larger sites that can resolve parking arrangements. A master plan should be prepared for this area to explore:

- Opportunities for additional density in the B2 Zone, where it does not compromise the quality of the centre.
- Opportunities to improve the public domain through the renewal process. A concept for the public domain, including increased building setbacks / widened footpaths on all streets. Awnings and the right public domain on Web Street could support an improved environment for cafés and dining.

Any recommendations for built form controls and public domain could be incorporated in to a review of the LEP and DCP.



#### Action 17.3 Pocket Parks

There are a number of east-west streets that extend to allow public access to the water front on either side of Point Frederick. These include Spear Street, Harrison Street and Dunn Street (slightly offset). At present there are some small informal open spaces at the end of these streets, where people can sit and enjoy the outlook to Brisbane Water.

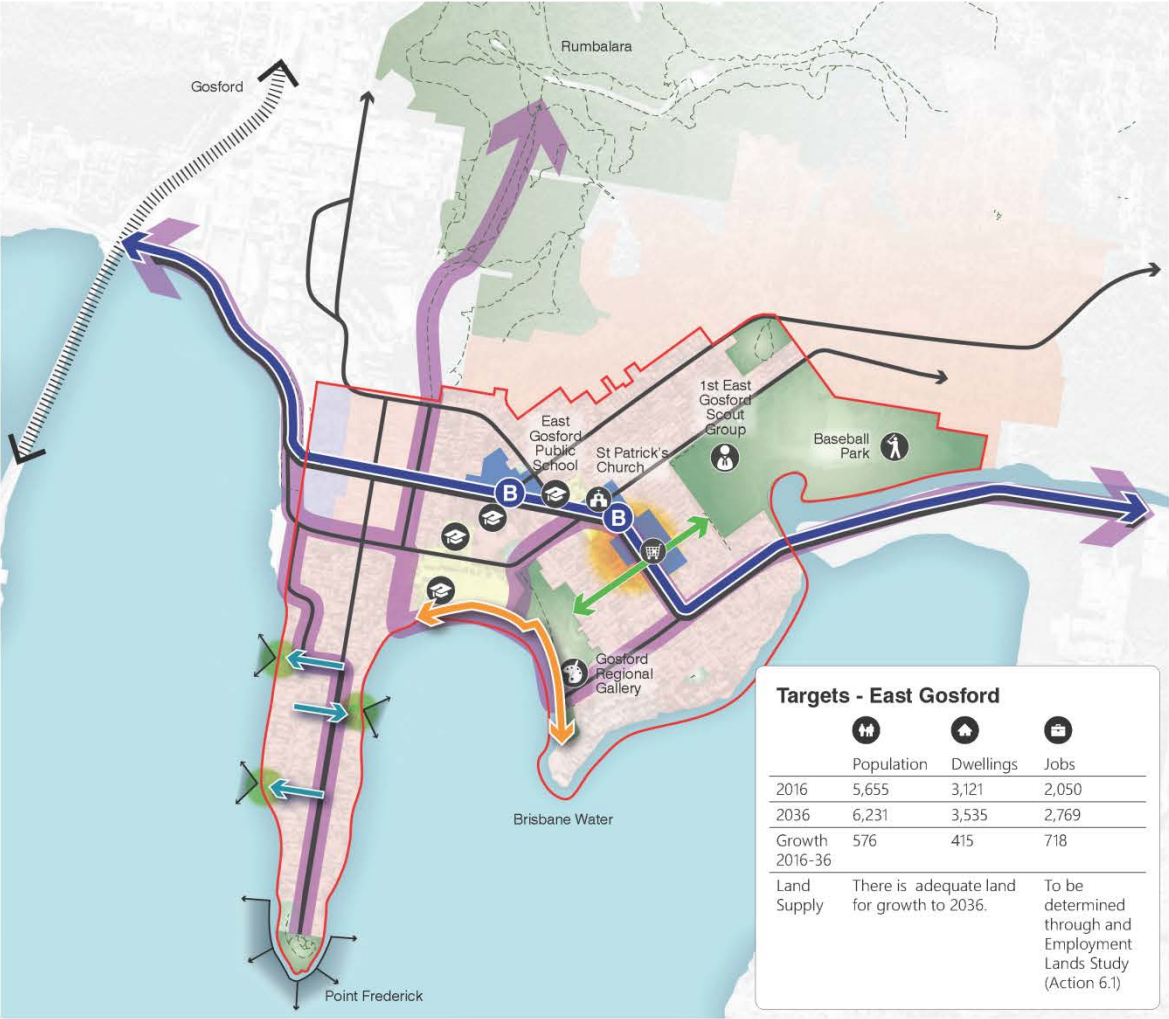
These spaces will be formalised as small parks. Decking or picnic tables would make these great gathering places for locals and visitors. Small jetties and even a small swimming area would be a really exciting addition. Improved footpaths and landscaping on Albany Street, as part of the Cultural Trail Catalyst Project, will provide good, legible connections to the new pocket parks. Council will prepare some initial concepts for these spaces, to inform a Business Case for the works.

#### Action 17.4 Missing link in the Great Weekender Trail - The Gosford Gallery Nature Walk

The intent of the Great Weekender Trail is to connect and market local businesses and cultural offerings in the Somersby to Erina Corridor. There is a missing link in the trail between Frederick and Webb Street, where pedestrians would currently be required to walk on the Highway to get from point Frederick to the Gallery. St Edwards College is currently a barrier for more fine grain east-west connections.

The Gosford Gallery Nature Walk is a chance to create this missing link of the trail. There is an informal pathway connecting Frederick Street to the Gallery and Japanese Garden, through St Edwards College. This route should be investigated for a high quality board walk with integrated seating and viewing platforms – similar to those provided in the mangroves in West Gosford. This walk could integrate opportunities for sculpture display by the nearby Gallery.

A key challenge for this project will be landownership, and consultation with the school to achieve this link



**Land use**

- Residential retain the low scale, landscaped character of these neighbourhoods.
- Local centre The East Gosford centre is a successful local centre with high quality retail, cafés, food and beverage. Further improvements to its public domain and pedestrian environment will help to increase its value to the community.
- Business zone this B2 zone accommodates the town centre components. Separate strategies are presented for the eastern and western parts of the centre which have different characters - See Action 15.1 and 15.2.
- Open space protect and enhance the existing local open spaces in the area. There may be opportunities to promote the use of Hylton Moore Oval for more passive recreation uses and open up this park to water views. Point Frederick Park is a great spot for picnics for locals and visitors. Improve pocket parks with views on Point Frederick.
- Pocket Parks Small open spaces to be improved to provide high amenity intimate landscape spaces with great water views.

**Public domain, heritage and environment**

- East-west connections to the water the termination of Spears Street and Dunn Street at the water's edge provides public access to the shore along the Point Frederick Peninsula. There is an opportunity to enhance / create small pocket parks at the end of these streets.
- Gosford Gallery Nature Walk there is an informal pathway connecting Frederick Street to the Gallery and Japanese Garden, through St Edwards College.

**Corridor Directions**

- The Great Weekend Trail In East Gosford and Point Frederick, the trail will connect and promote some of the great existing assets and attractions.
- Proposed Rapid Transit bus network In East Gosford and Point Frederick, the bus stops will service the many schools in the areas



**2036 Target:****1,345 additional people****3,054 additional jobs****833 additional dwellings**

## Erina

***A vibrant community focussed local centre connected to a regional retail destination***

Erina Fair is a valuable shopping and entertainment magnet for the Central Coast. By nature it is an inward looking development that is regional, not local in scale.

There is an opportunity to create a new civic and community focus for Erina around the existing retail, facilities and open space at the eastern end of Karalta Road. This 'local centre' will include new residential dwellings, retail, public domain and recreational facilities and will benefit from attractive pedestrian and cycle links through open space to the shopping facilities at Erina Fair.



Understanding Erina



Aerial view of Erina



Erina Town Centre



Erina town centre is surrounded by attractive bushland, has a mix of residential uses and is a regional retail destination. However, the centre's attractions are poorly linked and the public domain is dominated by surface parking and busy road conditions that make walking an unattractive option.



The existing centre located around Karalta Road, Karalta Lane and Ilya Avenue provides a mix of uses including open space and sports facilities, retail outlets, food and beverage including the leagues club as well as having close links to Erina High School. There is an opportunity to plan for new development and public domain improvements in this location that create a vibrant, well connected local centre with a truly civic focus.



Central open space and dining area at Erina Fair

Erina Fair is a huge draw to the area attracting people from all over the Central Coast. There are fantastic facilities located here but its internalised environment excludes the surrounding areas. There is an opportunity for the shopping centre to better engage with its surroundings.



Existing sporting facilities provide a focus for the local community.



Sunken Monkey, Erina Creek

The centre is adjacent to Erina Creek. The waterway is an attractive natural asset. Opportunities to further enhance access and opportunities to appreciate it such as outdoor dining should be investigated (Image: Sunken Monkey, Erina Creek)



Local produce for sale at the distillery

The surrounding rural residential neighbourhoods and smaller local centres of Erina play host to a number of emerging cottage industries. These include breweries, distillery and a chocolate factory, which are great attractions for locals and tourists.



The local brewery, which also accommodates bands and events



## Centres strategy: Erina

### → Direction 18

#### Connect Erina Fair back into Erina Local Centre

##### Action 18.1 Create an active and outward looking western edge to the Erina Fair

The western edge of the shopping centre, currently occupied by an ice skating rink, cinema and Kmart effectively turns its back on the adjacent bush land. In order to create a more outward looking centre that interfaces with the surrounding landscape Council will commence discussions with the centre owners to explore opportunities to include new west facing dining and retail and activated public domain.

##### Action 18.2 Investigate public recreational uses within the existing bushland

The area of mature bushland between Erina Fair and the shopping precinct of Karalta Road could provide public recreational opportunities such as adventure play and kids cycle trails. These kinds of activities would help to provide a better public link between Erina Fair and the centre on Karalta Road. Council will commence discussions with the land owners to explore options to provide such facilities.

##### Action 18.3 Provide an attractive walkable link

A high quality, green and shaded pedestrian and cycle link between the shopping centre on Karalta Road and Erina Fair will help to create a well connected local centre, reduce traffic congestion and increase pedestrian amenity. Council will commence discussions with the land owners to explore options to provide such facilities.

### → Direction 19

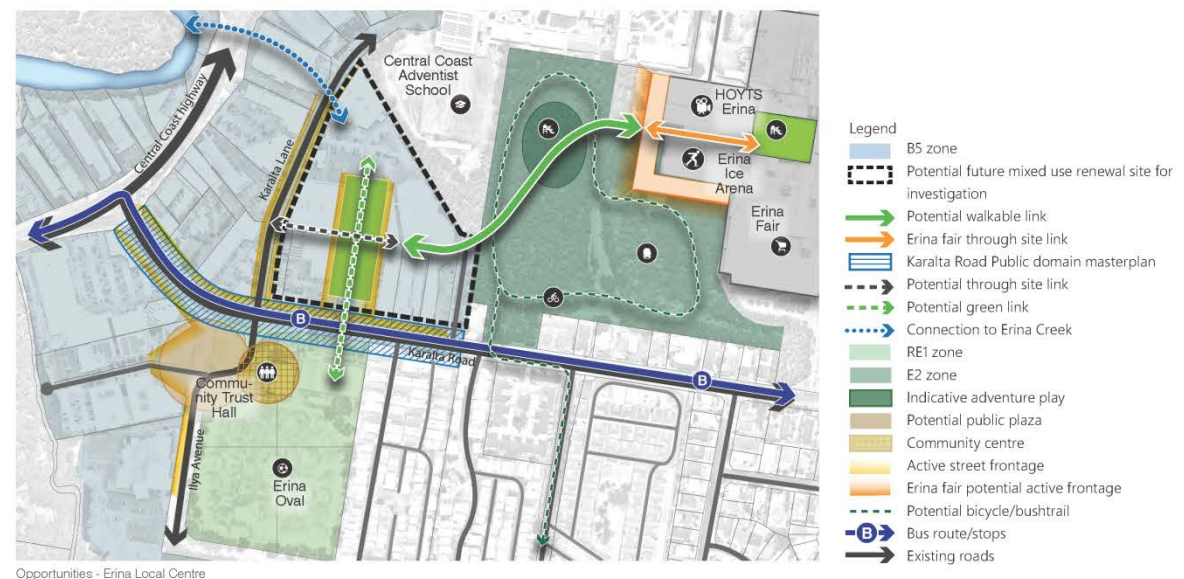
#### Set up Erina for future renewal

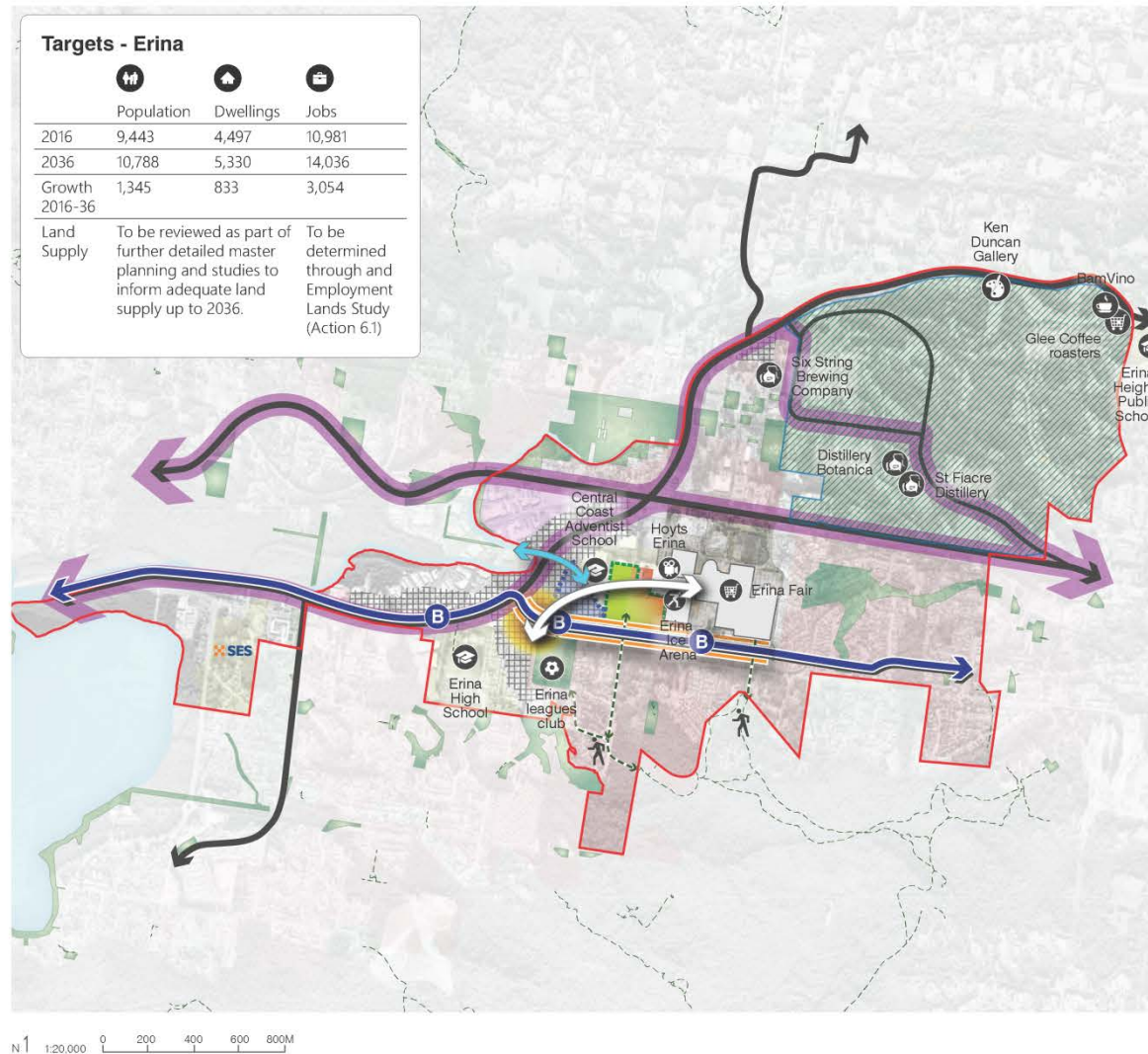
##### Action 19.1 Karalta Road Public Domain Master Plan

The entry and arrival into Erina from the Central Coast Highway could be greatly improved to provide a better sense of place and more attractive local centre. A public domain master plan will investigate opportunities to reduce the dominance of the vehicles and provide improved pedestrian space, landscape planting and shade, paving and other public domain elements such as lighting, signage, street furniture and public art. Council will commission a public domain master plan for this area which will include consideration of key traffic issues and future master planning for the wider precinct (see Action 18.2).

##### Action 19.2 Structure plan for the future mixed-use renewal of certain precincts

The land between Karalta Road and Karalta Lane could provide an ideal location for a renewal of the Erina Town Centre in the medium to long term future. This approximately 4 hectare area (2ha of which is under a single ownership) is well positioned between Erina Fair, other retail fronting Karalta Road and community attractions such as the sports fields and the Leagues Club on Ilya Avenue.









## Implementation

The final stage of this Strategy is to prioritise actions and projects recommended by this Strategy, assign responsibility and timeframes, and inform funding for the coming years.

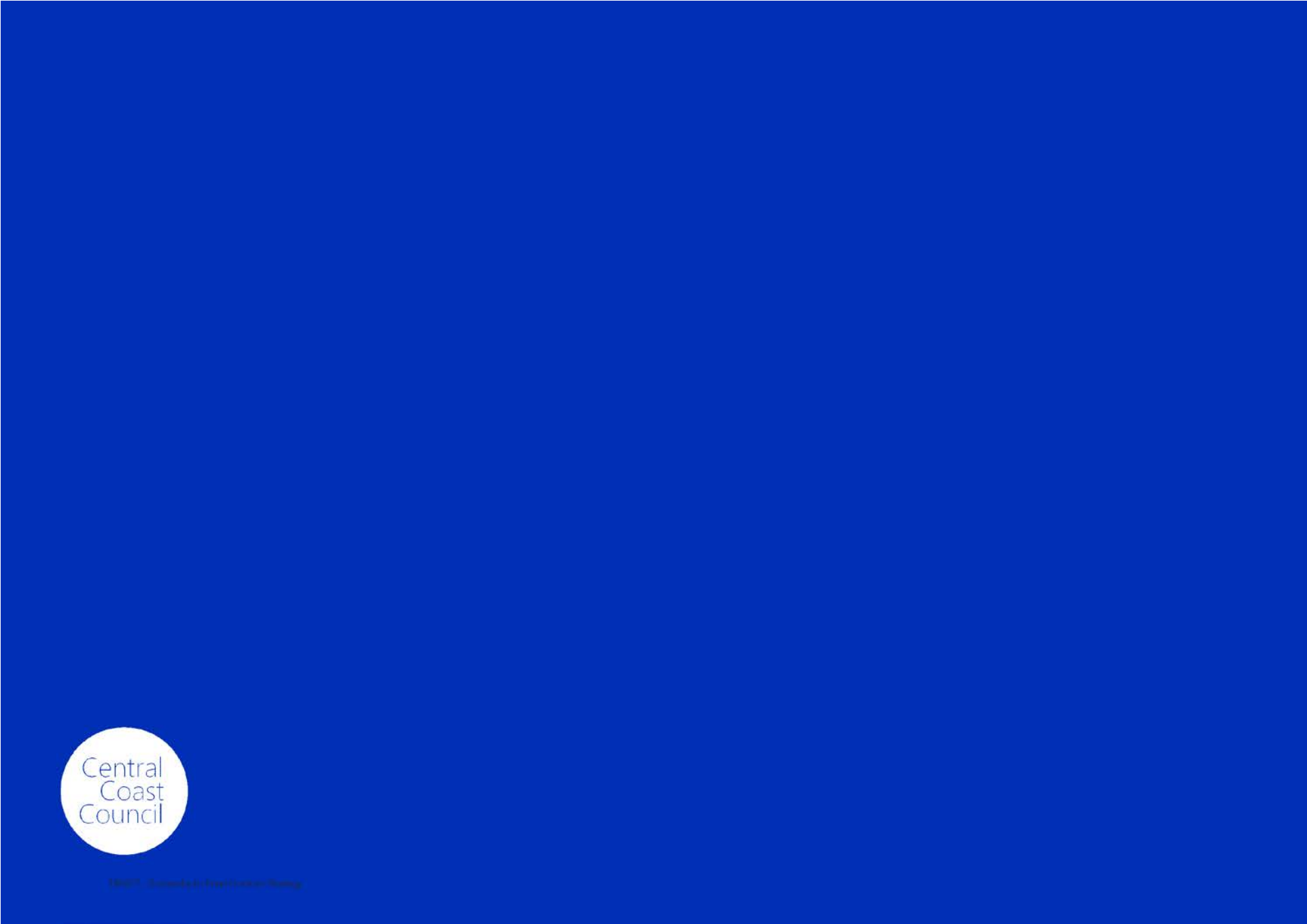
The identification of actions and projects will be informed through the public engagement and consultation phase.











**Item No:** 2.3  
**Title:** Modification to DA/582/2013 - 31 Boyce Avenue,  
Wyong - Strathavon Guest House & Accommodation  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13368842

Author: Salli Pendergast, Senior Development Planner North

Manager: Emily Goodworth, Section Manager, Development Assessment

Executive: Scott Cox, Director, Environment and Planning

## Summary

An application to modify development consent 582/2013 under s. 4.56 of the *Environmental Planning and Assessment Act 1979 (EP&A Act 1979)* has been received for the boarding house and associated manager's residence at 31 Boyce Avenue, Wyong, to extend the operation of the consent which would otherwise lapse on 14 November 2018.

This report recommends that the application to modify the development consent be approved to enable the development to operate for a further 12 months which is 24 months from the date of issue of the Occupation Certificate.

<b>Applicant</b>	Darcy Smith
<b>Owner</b>	Strathavon Resort
<b>Application No</b>	DA/582/2013/C
<b>Description of Land</b>	31 Boyce Avenue, Wyong Lot 42, DP.551571
<b>Proposed Modification</b>	Modification of Condition 1A to extend the consent issued for a boarding house.
<b>Approved Development</b>	Boarding house within the existing building known as Block A and an associated manager's residence.
<b>Site Area</b>	13,850m <sup>2</sup>
<b>Zoning</b>	R2 Low Density Residential
<b>Existing Use</b>	Strathavon guest house and accommodation

## Recommendation

- 1 That Council approve the modification to Development Consent 582/2013 having regard to the matters for consideration detailed in Sections 4.56 and 4.15 of the Environmental Planning and Assessment Act 1979 and other relevant issues as follows:**
  - i) The extension of the operation of the development consent for a further 12 months which is 24 months from the date of issue of the Occupation Certificate.**

- ii)    ***The modification of condition 1A to reflect the recommended modification to the extension of the operation of the development consent.***

**2        *That Council advise those who made written submissions of Council's decision.***

#### **Background**

<b>Proposed Modification</b>	Extension of the operation of the development consent which is due to lapse on 14 November 2018.
<b>Permissibility and Zoning</b>	The approved boarding house and ancillary manager's residence is permissible with consent in the R2 Low Density Residential zone under <i>Wyong Local Environmental Plan 2013</i> .
<b>Relevant Legislation</b>	<ul style="list-style-type: none"><li>• <i>Environmental Planning and Assessment Act 1979</i></li><li>• <i>Wyong Local Environmental Plan 2013</i></li><li>• <i>Wyong Development Control Plan 2013</i></li></ul>
<b>Current Use</b>	Boarding house and Manager's residence, motel and various other forms of guest accommodation.
<b>Integrated Development</b>	No
<b>Submissions</b>	43 submissions and 3 petitions (1 submission and 2 petitions in support and 42 submissions and 1 petition in opposition to the proposal).
<b>Councillor Representation</b>	No

#### **Variations to Policies**

There are no variations to *Wyong Local Environmental Plan 2013 (WLEP 2013)* or *Wyong Development Control Plan 2013 (WDCP 2013)* under the proposed modification.

### **The Site**

The site is large in area with a long street frontage and is located on the southern side of Boyce Avenue adjoining Wyong River along the rear boundary. The site is heritage listed as it contains the original guest house, formerly known as "Hakone", which is listed as an item of local significance under *WLEP 2013*. The site accommodates a number of buildings and facilities and has been historically operated as 'Strathavon Resort' providing guest accommodation on a short term basis.

More recently the site has provided temporary low cost accommodation and comprises a motel section, and various other one and two storey buildings across the site including the use of the heritage listed building as a boarding house. The site is identified as both flood prone and bushfire prone land.



Above: Aerial view of site

### **Surrounding Development**

The site is located on the south western side of Boyce Avenue, is bounded by Wyong River at the rear and is predominantly surrounded by low density residential development.

### **The Proposed Modification**

Under the provisions of Section 4.56 of the *EP&A Act 1979*, consent is sought to modify condition 1A of Development Consent 582/2013 which was granted by the NSW Land and Environment Court (LEC) on 20 September 2014. The deferred commencement consent involved the use of Block A ("Hakone" guest house) for the purposes of a boarding house and ancillary manager's residence. The consent became operational on 28 January 2015.

The application seeks the modification to condition 1A to extend the operation of the consent on the site. Condition 1A (Schedule B) reads:

***Duration of consent***

- 1A This consent ceases to operate or be of any effect 12 months from the date of issue of an occupation certificate. Any extension of the approved use beyond twelve (12) months will require the prior submission and approval of an application under Section 96 of the Environmental Planning and Assessment Act 1979. In considering any application for the extension of this consent, Council would have regard for the conditions of this consent and relevant matters under the Environmental Planning and Assessment Act 1979, including any submissions received during the period.*

A Final Occupation Certificate for the boarding house was issued on 14 November 2017. In accordance with Condition 1A, the consent is to cease to operate 12 months from the 14 November 2017 (14 November 2018), unless further approval under a modification (formerly Section 96 now s. 4.55 and s. 4.56) is granted.

The condition allows for an opportunity to review the operational conditions under which the boarding house is to operate within the first 12 months to provide an opportunity to address any impacts not previously identified. It is recommended the use of the boarding house and manager's residence be extended for a further 12 months to allow the operation of the use for a longer period of time to determine if it can be managed appropriately and with minimal impact on residential amenity. This will result in the modification of the wording of condition 1A to specify 24 months from the date of issue of the Occupation Certificate.

**History**

- "Hakone" was built 1912-13 as the private residence of Albert Hamlyn Warner after whom Warnervale and Warner Avenue were named. Albert Warner lived at the residence from 1914 to 1920.
- Around 1934 the name was changed to "Strathavon" and the site operated as the Strathavon Country Club complex which included horse riding, bowling greens, tennis courts, golf course, filtered swimming pool, rowing boats, and ballroom on 7 acres along the riverfront. Two free standing buildings within the grounds were constructed as guest accommodation.

There have been various approvals for guest accommodation that were issued in respect of the site that pre-date *WLEP 1991*. Including DA/77/339 (motel style building fronting Wyong River), BA 907/81 (renovation of old sleeping quarters accommodation wing to the north of Strathavon building), BA 3725/77 (proposed detached brick guest-house sleeping units) and DA 74/997 dated 5 April 1974 (erect a residence in conjunction with an existing guest house). The site was also historically used for guest accommodation dating back many years prior to the effect of planning controls. The

site was also historically known as Warner's Lodge (1991) and also as Strathavon Heritage Resort and was advertised for holiday accommodation and a venue for public entertainment.

- On 22 January 2014, Wyong Shire Council resolved to refuse Development Application 582/2013 which sought consent for use of three buildings on the site for boarding house accommodation for 59 rooms. The buildings included a heritage listed building known as Block 'A', a former garage building and a storage shed known as Blocks 'B' and 'C'.

On 22 January 2014, Council also resolved to refuse DA/481/2013 which was lodged at the same time and sought approval to formalise the use of 9 caravans (with annexes) and one mobile home placed on the site without consent.

The above development applications generated a high level of community concerns regarding social impacts, crime risk and safety. Unauthorised works had been carried out on the site including the creation of boarding rooms and facilities.

- Development Application No. DA/481/2013 was refused on 22 January 2014 for formalisation of 9 existing caravans and annexes and 1 mobile home under the provisions of Clause 5.10 of *WLEP 2013* (Conservation Incentives). The works had already been completed without consent and a caravan park is a prohibited land use within the R2 zone.
- Class 1 appeals on the refusal of both of the above DA's were commenced in the NSW LEC (the appeal on DA/582/2013 being Case No. 14/10058) on 7 February 2014. In accordance with Section 34 of the *Land and Environment Court Act 1979*, a conciliation conference was held and the LEC made orders disposing of the proceedings under s. 34, which resulted in the granting of deferred commencement consent, subject to conditions.
- There was also related LEC proceedings 13/10458 which involved an appeal by the applicant against the deemed refusal of an application for a Building Certificate in respect of the three buildings that were the subject of the Boarding House development application. On 20 March 2014 the applicant discontinued the Building Certificate Proceedings.
- The Deferred Commencement Consent became operational on 28 January 2015 and correspondence was forwarded to the applicant confirming this had occurred.
- The modification of DA/582/2013/A was approved 11 October 2016 which amended the plans and conditions 6 (water and sewer) and 20 (contribution payment requirements).

## 2.3 Modification to DA/582/2013 - 31 Boyce Avenue, Wyong - Strathavon Guest House & Accommodation (contd)

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- Modification DA/582/2013/B was withdrawn.
- Development Consent No. DA/218/2017 was granted on 24 April 2017 for use of a manufactured home for a manager's residence on the site.
- Final Occupation Certificate for Construction Certificate CC/501/2016 was issued 14 November 2017 for the proposed boarding house within Block A.

### s.4.15(1)(d) of the *EP&A Act 1979*: Submissions

#### Public Consultation

The application was notified in accordance with *WDCP 2013* Chapter 1.2 Notification of Development Proposals with 43 submissions and 3 petitions being received. This number includes 42 submissions opposed to the application and 1 submission in support of the application. Additionally, there are 3 petitions including one petition in support from the applicant with 89 signatures and one petition in support from Strathavon management and the residents of Strathavon with 63 signatures and one petition objecting to the proposal with 61 signatures.

The general issues raised in relation to the proposal are included below.

- Anti-social behavior, obscene language, alcohol and drug abuse, arguments, harassment, theft and break-ins, vandalism, rubbish, noise from yelling and domestic disputes, children exposed to bad behaviour.
- Surrounding residents feel unsafe. Street is dangerous place to live. Intruders in front and back yards
- Speeding cars enter and exit the property.
- Street litter and shopping trolleys on nature strip.
- Lack of maintenance of the Resort, buildings below standard and deteriorating.
- Slum like appearance of buildings, unkempt, broken fences, rusty roof, very poor state of repair. Request evidence of maintenance of the heritage buildings.
- Devalues surrounding homes in the area.
- Undesirables constantly coming and going and men loitering in street.
- Site is a ghetto with excessive number of people crammed on site. Rooms in a disgusting state.
- Object to more residential accommodation being provided on the site.
- Site not used for short term accommodation but for long term destitute housing.
- Object to removal of Condition 1A but no objection to further extension of 12 months.
- A review of the development is needed every 12 months to ensure it all complies. Imperative that the review process stays in place to ensure safety of occupants (Building code) and social impacts to neighbours are considered. Should be in perpetuity.
- The removal of the review allowing the owner free range is not acceptable.

## **2.3 Modification to DA/582/2013 - 31 Boyce Avenue, Wyong - Strathavon Guest House & Accommodation (contd)**

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- Property will go into a worse state of disrepair than it is already without a review in place.
- Frequent call out to Police. Request Police for their advice.
- Ambulances and Police visit the site regularly.
- Would not like a return of previous situation a few years ago when Police always going to site
- Cannot understand how a heritage item has been allowed to degenerate
- Huge negative social impact from low cost accommodation on the site.
- Unable to view social impact assessment and CPTED review for development.
- Owner is currently using Blocks B and C contrary to court order.

### Comment

It is unclear whether these impacts are specifically associated with the boarding house use (the subject of this application) or associated with the existing broader use of the site for other accommodation. The boarding house use is confined to Block A only which is the original dwelling house and the consent only relates to the use of Block A. There are other buildings on the site with a history of use for guest and tourist accommodation which are not covered under this consent.

The modification seeks the continuation of the consent under Condition 1A and although the removal of this condition is not supported, an extension for a further 12 months is recommended in order to allow for an additional review period which will be 24 months from the date of issue of the Occupation Certificate.

Under the application, there is no change to the other remaining conditions of consent that relate to the ongoing use and operation of the premises. There is also no change to the applicant's obligations under the various reports provided for the operation and management of the boarding house. These reports included a Plan of Management (Long Legal P/L); a CPTED Assessment (James Marshall & Co); a Social Impact Assessment (James Marshall and Co.); a Flood Emergency Management Plan (Wales and Associates); a heritage maintenance report titled 'Condition and Maintenance Report' (Carste Studio). A number of the issues raised in the submissions for the original proposal were addressed under the obligations and recommendations of these reports.

Additionally, a number of the matters raised above will be referred to Council's Compliance Unit for further follow up.

### **Submissions from Public Authorities**

#### *NSW Police Force*

The application was referred to the NSW Police Tuggerah Lakes Local Area Command Crime Prevention Officer for comment in relation to Crime Prevention Through Environmental Design (CPTED). In accordance with Council's Protocol, no comment was received within the specified 28 days nominated for comment; therefore Council can assume that the NSW Police raises no objection to the proposal.

### **Internal Consultation**

The application has been referred within Council to:

- Environmental Health Officer – Compliance: The extension of the consent for a further 12 months can be supported providing the ongoing use/operational conditions remain in force.

The issues raised in the referral process are discussed in the report and where relevant reflected in a modified condition of consent.

### **Ecologically Sustainable Principles**

The proposed modification has been assessed having regard to ecologically sustainable development principles and is considered to be consistent with the principles.

### **Climate Change**

The potential impacts of climate change on the proposed modification have been considered by Council as part of its assessment of the application.

### **Assessment**

Having regard for the matters for consideration detailed in Sections 4.55 and 4.15 of the *EP&A Act 1979* and other statutory requirements, Council's policies and Section 10.7 Certificate details, the assessment has identified the following key issues, which are elaborated upon for Council's information. Any tables relating to plans or policies are provided as an attachment.

**s. 4.15(1)(a)(i) of the EP&A Act 1979: Provisions of Relevant Instruments/Plans/Policies**

*Section 4.56 of EP&A Act 1979 - Modification by consent authorities of consents granted by the Court*

In accordance with Section 4.56, a consent authority may modify a development consent granted by the court provided:

*4.56 (1)*

- (a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
  - (b) it has notified the application in accordance with:*
    - (i) the regulations, if the regulations so require, and*
    - (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
  - (c) it has notified, or made reasonable attempts to notify, each person who made a submission in respect of the relevant development application of the proposed modification by sending written notice to the last address known to the consent authority of the objector or other person, and*
  - (d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*
- (1A) In determining an application for modification of a consent under this section, the consent authority must take into consideration such of the matters referred to in section 4.15 (1) as are of relevance to the development the subject of the application. The consent authority must also take into consideration the reasons given by the consent authority for the grant of the consent that is sought to be modified.*

Having regard to the provisions of Section 4.56 - *Modification by consent authorities of consents granted by the Court*, it is considered that the amended proposal is substantially the same development approved by the NSW LEC on 10 April 2014 in proceedings 14/10571. The modified development continues to be characterised as the same development as originally approved (i.e. as originally granted and before that consent as originally granted was modified - if at all) and the application was notified in accordance with Chapter 1.2 Notification of Development Proposals.

In accordance with Section 1A the relevant matters referred to in Section 4.15(1) have been taken into consideration in the assessment of the application. The reasons given by the Court for the grant of consent were not specified, however these would include public benefits associated with the provision of low cost accommodation within the area and this will continue to be provided on the site upon modification of the consent.

The modification does not alter the primary substance and character of the original approval that was issued. There is no modification to the approved plans or to the nature of the approved development. There is no increase in the total number of boarding rooms beyond the 33 or the total number of boarders in excess of 33 as originally approved. The modified plan remains consistent with the original conditions imposed in relation to the use of the premises as a boarding house.

The proposed changes are limited to extending the duration of the consent specified under condition 1A for a further 12 months (or 24 months from the date of the Occupation certificate). On this basis, the modified development is therefore considered substantially the same development for which the consent was originally granted.

*Wyong Local Environmental Plan 2013*

*Zoning & Permissibility*

The subject site is zoned R2 Low Density Residential under *WLEP 2013* and within the R2 zone boarding houses are permissible development with consent. The modified development continues to be permissible and consistent with the R2 zone objectives.

*Heritage conservation (Clause 5.10)*

The site is listed as a heritage item of local significance in the *WLEP 2013* as follows:

- Item I136 – *Strathavon Country Club – guest accommodation.*

The site is also listed on the National Trust. *Wyong Shire Heritage Inventory Sheets* identifies the significance of the site 'Strathavon Country Club – Guest House' (SHI Number 2720060) also known as "Hakone" Warner's Lodge. The heritage impacts were assessed under the original development application and there is no change under the modified development to the assessment made or conditions imposed. The modifications proposed do not remove any obligations the applicant may have to address any future potential heritage impacts from the use of the site.

Flood Planning

This matter was considered under the original consent granted for the use of the premises. There is no change proposed under the application to any aspect of the proposal that may exacerbate the flood hazard or increase the number of people exposed to the hazard.

*State Environmental Planning Policies (SEPP)s*

There are no relevant SEPP's which require specific discussion in relation to the modification.

**s.4.15 (1)(a)(ii) of the EP&A Act 1979: Provisions of any development control plan**

The proposed modification to condition 1A for the extension of the operation of the boarding house and manager's residence for an additional 12 months does not alter the previous assessment undertaken against the relevant chapters of *WDCP 2013*.

**s.4.15(1)(b) of the EP&A Act 1979: Likely impacts of the development**

**a) Built Environment**

A thorough assessment of the aspects of the proposed development on the built environment has been undertaken in terms of DCP compliance and in terms of the submissions received.

A number of conditions were imposed under the original consent to address safety, security, crime prevention and social impacts. There is no change to these conditions under the modified development.

The proposed modified development is considered to be satisfactory in terms of impacts on the built environment.

**b) Access and Transport**

The requested amendment to extend the development consent for an additional 12 months will not impact on the previous assessment undertaken in relation to access into and out of the development, the capacity of the local road network, and the number of vehicles anticipated to visit the site. As such, the proposed modification is considered satisfactory with regard for access and transport impacts associated with the approved development.

**c) Context and Setting**

Whilst the majority of the uses operating on the site benefit from historical development consents related to guest accommodation, the original dwelling (Building A, Hakone house) is the subject of the court consent and has only recently been operating under this approval.

Given the context of the site is site is within an established low density environment it is important to allow for the extension of the consent for an additional 12 months to permit the operator to demonstrate that the use of building A for boarding house can be managed appropriately and without impact on residential amenity and for Council to have the ability to review its ongoing operation to mitigate potential impacts on surrounding residents.

**d)     Natural Environment**

There will be no significant impact upon the natural environment as a result of the modified proposal.

**s.4.15(1)(c) of the *EP&A Act 1979*: Suitability of the site for development**

The issue of site suitability was considered under the original assessment of the proposed boarding house. There is no change to this aspect under the modification proposed. The modified consent does not intensify or change the use of the premises from that to which consent was originally granted by the Court.

All other relevant issues regarding the likely impacts of the development have been discussed throughout this report. In general, it is considered that the property is suitable for the modified development.

**s.4.15(1)(e) of the *EP&A Act 1979*: The public interest**

Under the original determination of the development application by the NSW LEC, significant consideration was given to the numerous concerns raised by the local community in relation to the impacts of the proposal resulting from the unauthorised use of the premises. Condition 1A was imposed in order to allow for a review of the operation of the premises following 12 months from the date of issue of the Occupation Certificate.

Although the 12 month period is due to finish on the 14 November 2018, it is considered that removal of the condition is not appropriate, rather, a further extension of 12 months has been recommended within which a review may be undertaken to ensure the ongoing management of the boarding house remains consistent with the Court consent that was granted and to identify any further matters associated with the use that are contrary to the local or community interest. This will provide an opportunity for the operator to demonstrate fulfilment of the terms of the consent and compliance with the on-going operational conditions that apply.

### **Other Matters for Consideration**

#### *Contributions*

The originally imposed contributions under Council's Contributions Plans continue to be applicable to the development as modified and the condition amount remains unchanged under the modified proposal. The originally imposed water and sewer contributions under the Section 306 notice continue to be applicable to the development as modified.

### **Conclusion**

The application seeks approval for the modification of condition 1A to allow for the extension of the consent beyond 14 November 2018, which, in accordance with Condition 1A is 12 months post the date of issue of the Occupation Certificate. The wording of Condition 1A requires that *Council would have regard for the conditions of this consent and relevant matters under the Environmental Planning and Assessment Act, including any submissions received during the period.*

Following notification of the application, 43 submissions plus 3 petitions were received raising concerns regarding the operation of the site. In consideration of this, it is considered that unlimited extension of the consent is not supported and a further 12 months extension to the operation of the use be supported as an opportunity to provide a further review period to address potential concerns and to ensure all consent conditions are complied with in the period.

On this basis, the development to which the consent as modified relates is considered to be substantially the same development as the development for which consent was originally granted. The application for modification under Section 4.56 is recommended for approval subject to the modified Condition 1A.

### **Reasons for Decision**

- The modified proposal as recommended by Council is substantially the same as the development originally approved.
- The modified proposal results in essentially the same impacts on the built and natural environments and is found to be acceptable.
- The modified proposal will remain consistent with the reasons for the original approval.

**Recommendation**

It is proposed that the development consent be extended to enable the development to operate for a further 12 months which is 24 months from the date of issue of the Occupation Certificate. The development would cease to operate on 14 November 2018.

Existing Condition 1A

- 1A    This consent ceases to operate or be of any effect 12 months from the date of issue of an occupation certificate. Any extension of the approved use beyond twelve (12) months will require the prior submission and approval of an application under Section 96 of the Environmental Planning and Assessment Act 1979. In considering any application for the extension of this consent, Council would have regard for the conditions of this consent and relevant matters under the Environmental Planning and Assessment Act 1979, including any submissions received during the period.*

Proposed Condition 1A

- 1A    This consent ceases to operate or be of any effect 24 months from the date of issue of an occupation certificate. Any extension of the approved use beyond twenty four (24) months will require the prior submission and approval of an application under Section 96 of the Environmental Planning and Assessment Act, 1979. In considering any application for the extension of this consent, Council would have regard for the conditions of this consent and relevant matters under the Environmental Planning and Assessment Act, including any submissions received during the period.*

**Attachments**

- 1    Draft Modified Condition        D13368872**

*Draft Modified Condition*

**Schedule of modified conditions  
DA/582/2013/C – Section 4.56 Modification  
31 Boyce Avenue, Wyong**

Development Consent No. DA/582/2013/A is modified (by Section 4.56 Application No. DA/582/2013/C) in the following manner with the recommended changes in blue but shown as amendments to conditions in red:

A. Condition No.1A (within Schedule B) is modified to read as follows:

**Duration of consent**

- 1A This consent ceases to operate or be of any effect ~~12~~ 24 months from the date of issue of an occupation certificate. Any extension of the approved use beyond ~~twelve (12)~~ twenty four (24) months will require the prior submission and approval of an application under Section 96 of the Environmental Planning and Assessment Act, 1979. In considering any application for the extension of this consent, Council would have regard for the conditions of this consent and relevant matters under the Environmental Planning and Assessment Act, including any submissions received during the period.



**Item No:** 3.1  
**Title:** Deferred Item - Response to Notice of Motion -  
Quality Food, Wine and Vineyard Tourism  
Accommodation Opportunities  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13373670

Author: Peter Kavanagh, Senior Strategic Planner

Manager: Sue Ledingham, Unit Manager Community Engagement

Executive: Phil Cantillon, Acting Director Connected Communities

## Summary

Council, at its meeting held on 29 October 2018 resolved:

*That Council defer this item to the meeting being held on 12 November 2018.*

## Recommendation

- 1 That Council note the deferred Response to Notice of Motion – Quality Food, Wine and Vineyard Tourism Accommodation Opportunities report which is Attachment 1 to this report.**
- 2 That Council receive the report on Deferred Item – Response to Notice of Motion – Quality Food, Wine and Vineyard Tourism Accommodation Opportunities.**

## Attachments

- 1** Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities D13374670



**Item No:** 3.10  
**Title:** Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities  
**Department:** Connected Communities

29 October 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13335900

**Author:** Sue Ledingham, Unit Manager Community Engagement  
Peter Kavanagh, Senior Strategic Planner

**Executive:** Julie Vaughan, Director Connected Communities

### Summary

This report responds to the Notice of Motion raised at the 23 July 2018 Ordinary Meeting regarding Quality Food, Wine and Vineyard Tourism Accommodation Opportunities.

### Recommendation

***That Council receive the report on Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities.***

### Background

At its meeting of 23 July 2018, Council resolved as follows;

- 730/18 *That Council acknowledges the recent success of the Harvest Festival and the added economic boost to our Central Coast Tourism numbers.*
- 731/18 *That Council also acknowledges our current poor Tourism statistics, compared to other competing regions, especially the Hunter Valley.*
- 732/18 *That Council acknowledges the international success of Cessnock Council Vineyards Precincts and flexible Rural Lands codes, in allowing Tourism and accommodation operations to flourish in the Hunter Region.*
- 733/18 *That Council acknowledges this similar Tourism opportunity has been identified in the Central Coast Regional Plan for lands west of the M1. The action specifically encourages niche commercial, tourism and recreational activities that complement and promote a stronger agricultural sector, as well as build capacity to adapt to changing circumstances.*

### 3.10 Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities (contd)

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- 734/18 *That Council also acknowledges the Tourism Industry is a large employer of Youth, and our Youth Unemployment are unacceptably high, and every effort in establish Youth employment markets on the Central Coast, should be strongly pursued by Council.*
- 735/18 *That Council request the Chief Executive Officer to report back to Council on options of providing flexibility in our Rural Lands zones, with a view to increase our Tourism and youth employment opportunities.*
- 736/18 *That Council also provide further information on the existing job market for local agriculture enterprises including any issues around underemployment in general and seasonal employment of backpackers.*

#### Current Status

Central Coast Council recognises that tourism is an opportunity for the region, through the creation and support of jobs, the economic benefits it brings to local businesses and the destinations and attractions that it delivers for all residents to benefit from.

The tourism industry generates essential expenditure that trickles down and supports businesses throughout the Central Coast economy. Tourism's contribution to the local economy is around \$912 million annually (Source: Tourism Research Australia) and accounts for 5% of Central Coast's gross regional product) and directly employs approximately 6,200 people; 4.1% of Central Coast's employment.

#### *Planning for tourism in the region*

The Central Coast Destination Management Plan 2018-2021 guides tourism development and destination management for the next five years for all stakeholders; to help ensure long-term viability and sustainability of this vital sector for the Central Coast economy. One of the items identified is that in order to encourage visitor dispersal, an events strategy needs to be established which supports the development and growth of off-peak, multi-day events.

It is recognised that the Harvest Festival is an example of such an event that encourages visitation by creating a reason to visit and therefore contributing to increased visitor expenditure. In 2018 there were 16,100 attendees over the multi-day event, generating a total economic benefit of \$3.7M.

In relation to tourism visits to the Central Coast, in comparison to the other Sydney surrounding regions of South Coast, Blue Mountains and the Hunter region (which now includes Port Stephens), the Central Coast has the lowest market share of Sydney's outbound market. The Central Coast has experienced a decline in market share from 2013 to 2016, with 2017 bringing the first increase in visitor numbers out of Sydney.

**3.10 Response to Notice of Motion - Quality Food, Wine  
and Vineyard Tourism Accommodation Opportunities (contd)**

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For the second year in a row, Central Coast experienced increase growth in the number of visitors to the region, with nearly 1.4M domestic visitors from April 2017 to March 2018. (Source: Destination NSW, Visitor Economy Statistics, Central Coast Region).

Sydney remains the largest source of visitors to the broader region which includes Central Coast, Hunter and Port Stephens. However, the Central Coast still does not derive its equal share of the market out of Sydney in comparison to the Hunter Region which experienced a growth of 12.3% from April 2017 to March 2018. (Source: Destination NSW, Visitor Economy Statistics, Hunter Region)

The major challenge to grow tourism sustainably and long term on the Central Coast is changing perceptions about the Central Coast, particularly about what is on offer in terms of dining out and experiences. A marketing campaign, partnered with the tourism industry, focussed on perception change and targeting the lucrative and close proximity market out of Sydney is currently underway, inclusive of a new comprehensive guide of activities, attractions, accommodation restaurants and retail via a new website ([visitcentralcoast.com](http://visitcentralcoast.com)).

Destination marketing is recognised by the tourism industry as one of the most important elements to advance the region's tourism potential; alongside future product development.

The Tourism Opportunity Plan is an outcome of the Destination Management Plan and identifies specific market opportunities and corresponding catalyst projects that can contribute to the Central Coast's visitor economy.

*Rural Lands Zones*

Council acknowledges the international success of Cessnock Council Vineyards Precincts and flexible Rural Lands codes. Currently land uses which are permissible within Rural Lands Zones are defined within Council's Local Environmental Plans (*Gosford Land Environment Plan (GLEP 2014)* and *Wyang Local Environment Plan (WLEP 2013)*). Whilst predominantly zoned for agricultural production and rural, the objectives and permissible uses within the zone may also facilitate some additional tourist and employment opportunities.

Council can include suitable uses across the majority of zones within its Local Environment Plan (LEP) under the PN-006 *Providing for Tourism in Standard Instrument Local Environmental Plans* and is able to draw attention to tourist attractions through an appropriate local objective that is consistent with mandatory objectives and uses of that zone. This guide within the RU1 Primary Production Zone is subject to further investigative planning studies being undertaken.

### 3.10 Response to Notice of Motion - Quality Food, Wine and Vineyard Tourism Accommodation Opportunities (contd)

#### *Employment/Job Market*

Central Coast currently has a youth unemployment rate of 16.2%, which is 5.1% above the national average.

An increased tourism job market is one of the desired outcomes of the Central Coast Destination Management Plan. An action targeting youth employment within the hospitality and wider visitor economy business sector has been included in the plan through the development of entrepreneur and mentoring programs. This aims to remove barriers to entry for young people, whether seasonal backpackers or permanent residents, who are seeking employment on the Central Coast in the tourism industry.

In 2016/17, the total value add of agricultural output on the Central Coast was \$143.1 million (.id economic profile). The local agricultural, forestry and fishing industry employed 1,115 people in 2016, an increase of 22.7% since 2011.

Table 1 shows employment age structure in the industry. Young people accounted for 11.4% of employment. Data on underemployment and seasonal employment in this industry is not available.

**Table 1: Central Coast Council Area Employment Age Structure – Agriculture, Forestry and Fishing Employment Industry**

Central Coast Council Area - Agriculture, Forestry and Fishing	2016			Change
Ten year age groups (years)	Number	%	New South Wales %	2011 to 2016
15 to 24 years	131	11.7	8.9	+19
25 to 34 years	166	14.9	13.7	+49
35 to 44 years	185	16.6	15.8	-3
45 to 54 years	272	24.4	20.8	+64
55 to 64 years	210	18.8	21.5	+65
65 years and over	151	13.5	19.3	+12
Total	1,115	100.0	100.0	+120

\* Source: Australian Bureau of Statistics, *Census of Population and Housing* 2011 and 2016. Compiled and presented by .id, the population experts.

**3.10 Response to Notice of Motion - Quality Food, Wine  
and Vineyard Tourism Accommodation Opportunities (contd)**

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**Assessment**

As a part of the strategic background required for a future Central Coast Comprehensive LEP, Council staff have completed a Rural Lands Study (former Wyong LGA), and is currently undertaking a Rural Lands Audit for the Southern Areas of the Central Coast (former Gosford LGA). The NSW Department of Planning and Environment (DP&E) has the responsibility of delivering the Priority Action 2 – *Address land use needs west of the M1 Motorway to provide integrated and adaptable outcomes for natural assets, productive lands and rural lifestyles* from the Central Coast Regional Plan 2036.

From the outcomes of this work a Central Coast Rural Lands Strategy will be formulated, which will incorporate appropriate actions that could lead to further tourism and employment opportunities in Rural Zones. The Strategy will inform the future Land Use Zone controls within the Central Coast Comprehensive LEP.

**Link to Community Strategic Plan**

Theme 5: Liveable

**ChooseGoal**

C3: Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents.

**Attachments**

*Nil.*



**Item No:** 3.2  
**Title:** Deferred Item - Response to Notice of Motion - Disability Precinct  
**Department:** Connected Communities

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13373382  
Author: Glenn Cannard, Unit Manager, Community Partnerships  
Sue Ledingham, Unit Manager Community Engagement  
Executive: Phil Cantillon, Acting Director Connected Communities

**Summary**

Council, at its meetings held 29 October 2018 resolved:

*That Council defer this item to the meeting being held on 12 November 2018.*

**Recommendation**

- 1     *That Council note the deferred Response to Notice of Motion – Disability Precinct report which is Attachment 1 to this report.***
- 2     *That Council receive the report on Deferred Item – Disability Precinct.***

**Attachments**

- 1   Response to Notice of Motion - Disability Precinct     D13374680**



**Item No:** 3.12  
**Title:** Response to Notice of Motion - Disability Precinct  
**Department:** Connected Communities

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29 October 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13352309

Author: Glenn Cannard, Unit Manager, Community Partnerships  
Sue Ledingham, Unit Manager Community Engagement

Executive: Julie Vaughan, Director Connected Communities

### Summary

This report responds to the Notice of Motion raised at the 9 April 2018 Ordinary Meeting regarding Disability Precincts.

### Recommendation

***That Council receive the report on Response to Notice of Motion - Disability Precinct.***

### Background

At the Ordinary Meeting of 9 April 2018 Council resolved the following;

286/18 *That Council engage with community stakeholders and develop all-inclusive disability precincts to boost tourism, economic stimulus and residential lifestyle choice.*

One of Central Coast Council's key focus areas is highlighting and leveraging the appropriate features of the region to see growth in the local tourism industry. Council aims to inspire and enable our local community and tourism industry to value the impact of the visitor economy.

Council endorsed the Central Coast Destination Management Plan 2018-21 in December 2017, this strategic document provides a high level plan to support the growth of the visitor economy of the Central Coast region.

One of the deliverables of this overarching document is the development of a Tourism Opportunity Plan which identifies specific opportunities to support the desired outcomes of the Destination Management Plan. As part of this process Council is committed to exploring, in detail and via engagement with the local tourism industry and community stakeholders, what greater opportunities can be identified to support the Visitor Economy of the Central Coast.

One of the priority projects identified as part of the TOP was an *Accessible Tourism Activation Initiative* which includes the following three key elements:

### 3.12 Response to Notice of Motion - Disability Precinct (contd)

- Establishment of a set of accessible tourism experiences incorporating all elements of the experience (travel, parking, retail, accommodation, experience etc.)
- Council to conduct a series of national recognised training sessions for local business and enterprise on how to improve accessibility and inclusiveness.
- The development of two accessible visitor hubs, one in the north focused on the Tuggerah Shared Pathway and one in the south focussed on the coastline on the Peninsula.

The development of all-inclusive disability precincts will be considered as part of this priority project. In the next stage of the Tourism Opportunity Plan, the identified priority projects will be explored in more detail to determine specific projects or activities for the region which could be feasibly undertaken, supported or leveraged either by Council or other partners to enhance the visitor economy of the Central Coast.

Furthermore, extensive community engagement was undertaken through the development of the Central Coast Council Disability Inclusion Action Plan (DIAP) 2017-2021, with 229 respondents participating in a variety of engagement activities.

The DIAP contains an entire strategy area – Liveable Communities - designed to “continuously improve accessibility, inclusivity and liveability of the local Central Coast community.” The Liveable Communities strategy area contains 26 individual actions to be undertaken over the life of the plan focussed on:

- Improving Council’s commitment and approach to designing inclusive and liveable communities.
- Increasing the inclusivity and accessibility of playgrounds.
- Increasing the inclusivity of events.
- Increasing accessibility features of Council managed natural areas.
- Increasing accessibility features at patrolled beaches, pools, leisure centres, jetties and wharves.
- Increasing accessibility and inclusivity of Council owned community facilities.
- Increasing availability of accessible amenities.
- Creating and improving accessible pedestrian paths of travel.
- Increasing tourism and economic development opportunities.

The DIAP also contained a specific action related to the area of Accessible Tourism.

*“LC.026 – In partnership with relevant organisations/entities (e.g. Central Coast Tourism explore accessible tourism opportunities through infrastructure improvement, marketing and promotion, to develop the Central Coast as a highly attractive tourist destination for people with disabilities, friends and families.”*

Council staff are currently undertaking a detailed analysis to identify two geographical locations suitable for initial development as holistic disability ‘destinations’. Once these locations have been determined staff will further engage with the community to determine

**3.12 Response to Notice of Motion - Disability Precinct (contd)**

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future spatial and/or infrastructure enhancements to these areas for inclusion in Council's ongoing capital works program.

Council provides updates on progress on the above, and indeed all Central Coast Council DIAP 2017-2021 actions quarterly. In 2017/18, there were 42 actions successfully undertaken within Council's DIAP.

**Link to Community Strategic Plan**

Theme 5: Liveable

**Choose Focus Area**

B-A1: Work within our communities to connect people, build capacity and create local solutions and initiatives.

**Attachments**

*Nil.*



**Item No:** 3.3  
**Title:** Deferred Item - Response to Notice of Motion - Council Bans Cats  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13373383

Author: Jamie Loader, Unit Manager, Development Assessment

Executive: Phil Cantillon, Acting Director Connected Communities

### **Summary**

Council, at its meetings held 29 October 2018 resolved:

*That Council defer this item to the meeting being held on 12 November 2018.*

### **Recommendation**

- 1 That Council note the deferred Response to Notice of Motion – Council Bans Cats report which is Attachment 1 to this report.**
- 2 That Council receive the report on Deferred Item – Council Bans Cats.**

### **Attachments**

- 1 Response to Notice of Motion - Council Bans Cats      D13374683**



**Item No:** 3.14  
**Title:** Response to Notice of Motion - Council Bans Cats  
**Department:** Environment and Planning

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29 October 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13321916

Author: Jamie Loader, Unit Manager, Development Assessment

Executive: Scott Cox, Director, Environment and Planning

### Summary

Council, at its meeting held on 9 July 2018, resolved:

- 673/18 *That Council note that cats can now again be surrendered to Council's animal cares facilities/pounds.*
- 674/18 *That further, Council thanks senior staff for their intervention around this important animal welfare issue.*
- 675/18 *That Council requests the Chief Executive Officer report to Council on the progress of the Central Coast Regional Animal Cares Facility and the feasibility and benefits around forming a Central Coast Companion Animals Advisory Committee.*

### Recommendation

***That Council receive the report on Response to Notice of Motion – Council Bans Cats***

In response to Resolution No 675/2018:

### ***Regional Impound Facility***

Staff are in the process of engaging a consultant to review both the current and future animal care facility requirements in order to meet increasing population demand and to provide an ongoing excellent animal care service for the community. It is anticipated that a consultant will be engaged by the end of this year, with a report to be provided early in 2019.

**3.14 Response to Notice of Motion - Council Bans Cats (contd)**

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***Advisory committee*****Other Councils with Committees**

Councils with established Companion Animal Advisory Committees are Willoughby, Woollahra, Wollondilly and Blacktown Council. All committees meet quarterly with the exception of Woollahra Council's committee who meet twice per year.

The committees for these Councils are generally structured by having two to three Councillors, five to ten community members including a veterinary representative, an animal welfare representative, an animal behaviorist and designated Council officers including a representative from the Rangers team.

The committees are supported by a governance officer who coordinates meetings, agendas and completes and distributes minutes.

Key matters discussed at the meetings are;

- Community education and awareness events relating to Companion Animals
- Enforcement and education on microchipping and registration
- Development of policies, programmes, services and plans for Companion Animals
- Animal shelter maintenance and improvements, volunteers and staff training, strategies for animal adoption and animal care (where the facility is operated by Council)

**Establishing a Committee**

Establishing a Companion Animals Advisory committee would provide an opportunity for Council to engage with the community to provide a consultative forum on Companion Animal related matters such as services, facilities and education programs.

The benefits of an advisory committee are that it supports the objectives of the strategic plan in relation to good governance and allows the community to have a say on matters such as those mentioned above.

In determining the feasibility of forming an advisory committee the primary consideration is costs and impacts on resources. The Governance Team provide administrative support to advisory committees and have provided the following overview of the anticipated costs and impacts on resources;

***Financial Impact***

There are sunk costs associated with the operation of any Advisory Group or Committee structure. The resource costs relate to the following:

- Annual reporting to Council
- Management and updating of terms of reference

### 3.14 Response to Notice of Motion - Council Bans Cats (contd)

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- Management of adhoc issues and enquiries from conveners regarding meeting operation
- Initial appointment of members
- Management of any casual vacancies
- Reporting to Council
- Website management and set up
- Management of common documents
- General communication to all members
- Provision of training such as Code of Conduct
- Incorporation and alignment to Council's Community Strategic Planning process

A conservative estimate is that these sunk costs are approximately \$35,000 per annum. There are also costs associated with the conduct of each meeting. It may be assumed that the significant cost impact is the actual conduct of the meeting but it is important to appreciate that there is significant pre and post meeting work which is necessary for the effective operation of the Group or Committee. The specific meeting resource costs relate to the following:

- Agenda preparation by convener (staff subject matter expert)
- Agenda preparation and circulation by meeting support staff
- Diary management and logistical arrangements by meeting support staff
- Meeting set up and attendance by meeting support staff
- Meeting attendance and participation by convenor
- Meeting attendance by other relevant staff include Directors and Unit Managers
- Minute finalisation by meeting support staff
- Minute review by convener
- Documentation and follow up of actions arising by meeting support staff
- Completion of actions arising by relevant staff including Directors and Unit Managers
- Preparation of report to Council by meeting support staff
- Review and finalisation of report to Council by relevant staff including Directors, Unit Managers and convenor
- Completion of actions arising from any Council resolution by relevant staff including Directors, Unit Managers and convenor
- Provision of documentation for website by meeting support staff
- Management of adhoc of requests from and communications with members by convenor and support staff
- Venue hire costs
- Any catering costs

A conservative estimate is that these costs are approximately \$6,516 per meeting per Group or Committee. This does not include any projects or activities arising from a recommendation by the Group or Committee.

**3.14 Response to Notice of Motion - Council Bans Cats (contd)**

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The estimate does not provide for out of hours work, travel or overtime expenses. It is based on an ordinary hourly rate that is meetings conducted during the normal span of work hours for administrative staff.

Based on four meetings per year (maximum of three hours per meeting) for the eight Committees already established by Council the annual cost is approximately \$240,000.

There are currently no resources dedicated to the support of Advisory Committees or Groups. Their operation will divert resources from other functions. The meeting support function alone constitutes approximately \$95,000 per annum. The impact of the eight currently adopted Advisory Committees could be mitigated by the provision of one full time equivalent resource within the existing meeting support function to provide support for meetings. The provision of this resource would not mitigate the diversion of existing resources being the subject matter experts for the Committees or Groups.

The purpose of the committee is to provide an advisory input and give feedback; the committee does not make any decisions and cannot be involved in regulatory aspects.

Given the information above regarding the costs and resourcing impacts associated with the setup and running of the advisory group and what the group may be able to achieve, it could be considered that the cost may outweigh the benefits of the committee. It is considered that there would only be enough content for two meetings a year as the animal care facility is contracted out and operational matters are at the discretion of the contractor. Therefore it is not recommended to create an advisory committee, however, as the review of Councils current companion animal impound arrangement progresses, there is an option to create a focus group to provide feedback into Councils future facilities and operations.

**Link to Community Strategic Plan**

Theme 4: Responsible

**Goal A: Our community spirit is our strength**

A1: Work within our communities to connect people, build capacity and create local solutions and initiatives.

**Attachments**

*Nil.*

**Item No:** 3.4  
**Title:** Appointments to the Pedestrian Access and Mobility Advisory Committee  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13337965

Author: Kathy Bragg, Acting Section Manager, Governance

Manager: James Taylor, Acting Unit Manager, Governance and Business Services

Executive: Shane Sullivan, Acting Executive Manager, Governance

## **Report Purpose**

To recommend Council determine the Council membership and the community membership positions on the Pedestrian Access and Mobility Advisory Committee.

## **Recommendation**

- 1 The Council note the draft Terms of Reference for the Pedestrian Access and Mobility Advisory Committee as provided in Attachment 2 to this report.**
- 2 That Council determine that the Councillor representatives on the Pedestrian Access and Mobility Advisory Committee are:**
  - **Councillor Gale Collins**
  - **Councillor Hogan**
- 2 That Council determine the community membership of the Pedestrian Access and Mobility Advisory Committee is as follows:**
  - **<NAME>**
  - **<NAME>**
  - **<NAME>**
  - **<NAME>**
  - **<NAME>**
- 3 That Council resolve, pursuant to s.11(3) of the Local Government 1993, that Attachment 1 to this report remain confidential as the attachment include "personnel information" about individuals who are not Councillors.**

## **Context**

Council resolved on 12 March 2018 to establish a Pedestrian Access and Mobility Advisory Committee (the Committee).

### **3.4 Appointments to the Pedestrian Access and Mobility Advisory Committee (contd)**

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The role of the Committee is to consider, review, contribute to and participate in discussions regarding projects and directions of Central Coast Council to achieve objectives in the Community Strategic Plan relating to Active Transport.

Public advertising seeking nominations for community representatives to be part of the Committee was undertaken in May 2018, seeking to fill the six community representative positions. However, at that time only two nominations were received.

Council at its meeting on 9 July 2018 resolved in part:

*660/18 Council re-advertise for expressions of interest for community representatives on the Pedestrian Access and Mobility Advisory Committee.*

Re-advertising to fill the community vacancies on the Committee was undertaken as follows:

- An advertisement appeared in the 30 August 2018 edition of the Central Coast Express Advocate.
- An advertisement appeared in the 30 August 2018 edition of the Coast Community News.
- An advertisement appeared in the 5 September 2018 edition of the Wyong Regional Chronicle.
- An advertisement appeared in the 10 September 2018 edition of the Peninsula News.
- An article appeared on Council's *yourvoiceourcoast* [website](#)

The two community representatives who nominated to be part of the Committee in the first round of advertising were advised that their applications would be considered and they did not need to reapply.

A further four applications were received from community representatives in the second round of advertising, bringing the total number of applications to six. These applications were made available to the Councillors via the Councillor Hub and are in the confidential attachment that is Attachment 1 to this report.

All six expressions of interest have been reviewed by the Staff Convenor of the Committee, who considered each submission on its merit against the draft Terms of Reference for the Committee. The draft Terms of Reference are Attachment 2 to this report. The recommendation of the Staff Convenor is that five of the community representatives who submitted an expression of interest be appointed to the Committee as outlined in Attachment 1.

Councillors were previously invited to nominate for the Committee. To date Councillors Gale Collins and Hogan have nominated to be Councillor representatives.

It is proposed that the Councillor Chair will be determined by the Committee at its inaugural meeting and this will be reported back to Council with the Committee's first Meeting Record.

**Link to Community Strategic Plan**

Theme 4: Responsible

**Goal G: Good governance and great partnerships**

R-G3: Engage with the community in meaningful dialogue and demonstrate how community participation is being used to inform decisions.

**Attachments**

- |          |                                                                                                          |           |
|----------|----------------------------------------------------------------------------------------------------------|-----------|
| <b>1</b> | Pedestrian Access and Mobility Advisory Committee Community Representative Applications - CONFIDENTIAL - | D13345091 |
| <b>2</b> | Draft Terms of Reference - Pedestrian Access and Mobility Advisory Committee                             | D13372793 |

## Draft Terms of Reference – Pedestrian Access and Mobility Advisory Committee

### 1. Role

Central Coast Council has an adopted Community Strategic Plan and Delivery Plan that will shape all activities and projects over the next four years. Council's Advisory Groups are an important mechanism for consultation, advice and feedback to Council staff on implementation and review of the Community Strategic Plan.

The role of the Pedestrian Access and Mobility Advisory Committee is to consider, review, contribute to and participate in discussions regarding projects and directions of Central Coast Council to achieve objectives in the CSP relating to Active Transport.

### 2. Responsibilities

The Advisory Group is responsible for providing advice and feedback to Council on:

- Active Transport Project
- Strategic documents relating to Active Transport such as Pedestrian and Mobility Plan
- Safe movement of people through Council pathway network

### 3. Membership, Chairperson and Voting

#### *Membership*

Membership will include:

- No less than one (1) Councillor appointed for the term of the Council
- A maximum of six (6) community representatives (voting representatives)
- Specialists may be invited from time to time to provide advice on certain matters (non-voting representatives)

Community representatives shall be appointed by resolution of Council following advertisement for nominations. Nominations are to be in writing and will circulate in full to Councillors for evaluation and consideration. The Advisory Group is not involved in the evaluation or selection process, it is a matter for Council.

The staff holding the following Central Coast Council positions may attend Advisory Group meetings:

- Senior Manager, Roads Transport and Drainage, or a representative as nominated
- Unit Manager, Roads Assets Planning and Design, or a representative as nominated
- Unit Manager, Roads Business Development and Technical Services, or a representative as nominated
- Unit Manager Roads, Maintenance and Asset Evaluation, or a representative as nominated.

## Draft Terms of Reference – Pedestrian Access and Mobility Advisory Committee

Council officers will provide professional advice and administrative support. Employees of the Council are not subject to the direction of the Advisory Group or any members of it. Staff attendance is at the discretion of the Chief Executive Officer.

Non-staff members are appointed to the Advisory Group are appointed for the remainder of the current Council term, although membership can be altered at any time by a resolution of Council.

Membership can be withdrawn by resolution of Council.

If a member misses three consecutive meetings without apology, their membership may be withdrawn and their position deemed vacant.

### *Casual Vacancy*

A casual vacancy is caused by the resignation or death of a member or the withdrawal of membership. To fill a casual vacancy:

- The Advisory Group staff contact will report the vacancy to the Advisory Group and then to the next available Council meeting.
- If the member was nominated as a representative of an organisation, it will be recommended that the organisation be invited to nominate a replacement member.
- If the member was nominated as an individual, the original expressions of interest will be reviewed to identify an appropriate replacement member.
- Where there are no appropriate alternate nominations, expressions of interest will be called for to replace the member.
- Where the vacancy occurs within nine months of the end of the term of the Advisory Group the vacancy will not be filled.

### *Chairperson*

The Chairperson is a Councillor. The Chairperson is to have precedence at the meeting and shall determine the order of proceedings, generally as set out in the Agenda.

Where the Mayor is appointed to be a delegate to an Advisory Group it is not necessary that the Mayor be the Chairperson.

### *Convenor*

A Central Coast Council staff position shall be nominated as convenor by the Chief Executive Officer. They will be a staff member responsible for coordinating the preparation of agendas, invitations and minutes.

The Unit Manager Roads Business Development and Technical Services shall be the convenor of the Pedestrian Access and Mobility Advisory Committee.

## Draft Terms of Reference – Pedestrian Access and Mobility Advisory Committee

### *Voting*

No formal voting rules apply.

As the Advisory Group has an advisory role, its recommendations are to be made by consensus. Where consensus cannot be reached, a vote may be taken at the request of the Chair. The vote will be carried by a majority of voting members. The minutes would reflect this process.

Council is the decision making body and the Advisory Group provides recommendations for consideration.

The Advisory Group may agree to allow participation in meetings through conference calls and other technology.

As no formal voting rules apply, there is no proxy voting. The Quorum for a meeting is half the Advisory Group voting membership plus one, including a Councillor. However the Chairperson shall use their discretion to determine if a meeting should be postponed due to insufficient members being able to attend.

### **4. Meetings**

- Meetings are held quarterly
- The Chairperson has the authority to call additional meetings
- The Agenda and meeting papers will be distributed to members at least three days prior to the meeting
- Meetings will be recorded by the taking of minutes. The minutes are a record of agreed outcomes and do not record discussion.

### **5. Communications and reporting**

The agendas and minutes of the Advisory Group will be stored as a permanent record of Council. All agendas and minutes will be published on Council's website.

Where the Advisory Group recommends an action that is outside the delegation of staff to determine a report will be provided to Council.

Staff will prepare the report that recommends that the Council note the minutes of the Advisory Group. Reporting of Advisory Group recommendations to Council will be reported as Committee Recommendations without change, noting that staff are encouraged to provide comment where appropriate. The Council may, at its discretion, resolve to adopt some or all of the Advisory Group's recommendations and advice and will provide the Group's recommendation to Council with the minutes of the relevant meeting. Staff will also provide professional commentary on the Group's recommendation and provide a staff recommendation which may or may not align to that of the Group.

## Draft Terms of Reference – Pedestrian Access and Mobility Advisory Committee

Where the Advisory Group has not recommended an action the minutes will be reported to Council as an Information Report only.

### **6. Conduct**

Members of the Advisory Group will be provided with Council's adopted Code of Conduct. Conduct of members is expected to be consistent with the principles outlined in the Code of Conduct.

Members of the Advisory Group are not permitted to speak to the media or make representations on social media on behalf of the Advisory Group or Council unless approved by Council.

**Item No:** 3.5  
**Title:** Internal Reporting Policy (Public Interest Disclosures)  
**Department:** Governance

12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13354503

Author: Kathy Bragg, Acting Section Manager, Governance

Manager: James Taylor, Acting Unit Manager, Governance and Business Services

Executive: Shane Sullivan, Acting Executive Manager, Governance

## Report Purpose

To adopt the *Internal Reporting Policy* dealing with Public Interest Disclosures set out in Attachment 1 to this report and note the supporting procedures.

## Recommendation

***That Council adopt the Central Coast Council Internal Reporting Policy (Public Interest Disclosure Policy) as set out in Attachment 1 to this report.***

## Context

Under section 6D of the [Public Interest Disclosures Act 1994](#) (PID Act), public authorities are required to have a policy and procedures for receiving, assessing and dealing with public interest disclosures.

Both the former Gosford City Council and the former Wyong Shire Council had Public Interest Disclosure Policies as required under the PID Act.

These Policies have now been harmonised to create an *Internal Reporting Policy* for Central Coast Council and *Internal Reporting Procedures* for Central Coast Council. The Policy and Procedures have been based on the [NSW Ombudsman's](#) model Policy and Guidelines.

The [NSW Ombudsman Model Internal Reporting Policy](#) states that an Internal Reporting Policy should:

- *be strongly endorsed by the Mayor and Chief Executive Officer;*
- *show the council's commitment to high standards of ethical and accountable conduct and confirm that it will not tolerate any form of wrongdoing;*
- *conform with the Code of Conduct and/or other relevant ethical codes;*
- *address the relevant provisions of the PID Act;*
- *state that staff who come forward and report wrongdoing are helping to promote integrity, accountability and good management within the council;*

- *outline the Council's broader responsibilities under the PID Act, such as reporting on public interest disclosures;*
- *state that it is supported by procedures based on the Ombudsman's guidelines;*
- *refer to any other relevant policies or procedures, such as the council's Code of Conduct and provide information about how staff can access that information;*
- *be publicly available on your council's website; and*
- *be implemented by the council through staff awareness training.*

The Internal Reporting Policy and Procedures that are attached to this report encompass these provisions and will be publicly available on Council's website.

Specific PID Officer training has been already been provided by the NSW Ombudsman's Office at both of Councils two main administrative buildings. In addition to this there will shortly be a staff awareness communication Council wide, along with the continuation of the inclusion of a PID section in the Code of Conduct training provided during Council's induction process for all new Council Officials.

#### **Legislative Requirements**

Under section 6D of the PID Act public authorities are required to have a policy that provides for its procedures for receiving, assessing and dealing with public interest disclosures (PID).

Section 6E of the PID Act provides that the Chief Executive Officer is responsible for ensuring that:

- a) Council has an internal reporting policy;
- b) Council staff are aware of the contents of, and protection under, the Policy for people who make PIDs;
- c) Council complies with the policy and Council's obligations under the PID Act; and
- d) the policy designates at least one staff member (Council Senior Internal Ombudsman) as being responsible for receiving PIDs.

As indicated above, the Chief Executive Officer has undertaken the necessary steps to ensure that there is full compliance with the PID Act, and that this compliance is ongoing as required.

#### **Internal Consultation**

Council's Chief Executive Officer, the Executive Leadership Team and the Internal Ombudsman (who is the designated Disclosures Co-Ordinator for Central Coast Council) have all reviewed and provided their feedback in relation to the Policy and Procedures.

#### **External Consultation**

The Policy and Procedures, which have been based on the NSW Ombudsman's model policy and guidelines, were also provided to the NSW Ombudsman's Office.

The NSW Ombudsman's Office applauded Council's tailoring of the model policy and guidelines as required, to Central Coast Council. They also recommended a small number of changes, most notably the name change from the *Public Interest Disclosure Policy* to the *Internal Reporting Policy*, which has been adopted.

#### **Public Consultation**

Council is required by the PID Act to have these Policy and Procedures in place. As the Policy and Procedures have been based on the NSW Ombudsman's model policy and guidelines no public exhibition is required, nor recommended.

#### **Link to Community Strategic Plan**

Theme 4: Responsible

#### **Goal G: Good governance and great partnerships**

R-G2: Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect.

#### **Attachments**

- |          |                                |           |
|----------|--------------------------------|-----------|
| <b>1</b> | Internal Reporting Policy 2018 | D13354846 |
| <b>2</b> | Internal Reporting Procedures  | D13372178 |

**POLICY NO: CCC034**

# **INTERNAL REPORTING POLICY**

**OCTOBER 2018**

<b>AUTHORITY</b>	<b>NAME &amp; TITLE</b>
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<b>CHIEF EXECUTIVE OFFICER</b>	Gary Murphy, Chief Executive Officer

**History of Revisions:**

<b>Version</b>	<b>Date</b>	<b>Reason</b>	<b>TRIM Doc. #</b>
1	October 2018	Harmonisation of former Council's and aligning with Model PID Policy.	D13354846

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## POLICY SUMMARY

1. The *Public Interest Disclosures Act 1994* (the Act) provides mechanisms for making appropriate reports of corrupt conduct, maladministration, serious and substantial waste of public money, government information contravention or local government pecuniary interest contravention by Central Coast Council (Council) Staff and Councillors.
2. This policy is designed to encourage and facilitate any public interest reports without fear of reprisal.

## PURPOSE OF THE POLICY

3. Council is committed to the aims and objectives of the Act. The purpose of this policy is to provide guidelines and procedures for members of staff or councillors to report instances of corrupt conduct, maladministration, serious and substantial waste of public money, government information contravention or local government pecuniary interest contravention.
4. Council will take all reasonable steps to provide protection to staff from reprisal for making such reports.
5. Council Staff are encouraged to raise matters not covered by this policy at any time with their supervisors.
6. In addition to this Policy, Council Staff and Councillors should refer to Council's [Code of Conduct](#) which sets out the standards of conduct and behaviour expected of all Council Staff and Councillors.

## ORGANISATIONAL COMMITMENT

7. For Council to be able to deal effectively with reports of wrongdoing, it must have the right culture. This policy aims to:
  - a) create a climate of trust, where people are comfortable and confident about reporting wrongdoing;
  - b) encourage individuals to come forward if they are aware of wrongdoing within Council;
  - c) keep the identity of the person disclosing wrongdoing confidential, where this is possible and appropriate;
  - d) protect the person from any adverse action resulting from them making a report;

- e) deal with reports thoroughly and impartially and if some form of wrongdoing has been found, taking appropriate action to rectify it;
  - f) keep the individual who makes a report informed of their progress and the outcome;
  - g) encourage the reporting of wrongdoing within Council, but respect any decision to disclose wrongdoing outside of Council that is made in accordance with the provisions of the Act;
  - h) ensure managers and supervisors at all levels in Council understand the benefits of reporting wrongdoing, are familiar with this Policy, and aware of the needs of those who report wrongdoing;
  - i) review this Policy periodically to ensure it is relevant and effective; and
  - j) provide adequate resources, to:
    - i. encourage reports of wrongdoing;
    - ii. protect and support those who make them;
    - iii. provide training about how to make reports and the benefits of internal reports to Council and the public interest generally;
    - iv. properly assess and investigate or otherwise deal with allegations;
    - v. properly manage any workplace issues that the allegations identify or that result from a report; and
    - vi. appropriately address any identified problems.
8. Under the Act, Councils Chief Executive Officer as the head of the public authority is responsible for ensuring that:
- a) Council has an Internal Reporting Policy;
  - b) all Council Staff and Councillors are aware of the contents of the Policy and the protection under the Act for people who make public interest disclosures;
  - c) Council complies with the Policy and Council's obligations under the Act;
  - d) at least one staff member is delegated as being responsible for receiving Public Interest Disclosures. Clause 3.15 of Council's [Procedures for the Administration of Code of Conduct](#) requires Council's Complaints Coordinator to also be Council's Public Interest Disclosures Coordinator.

## WHO DOES THIS POLICY APPLY TO?

9. This policy will apply to:
- a) all Council Staff which includes but is not restricted to:
    - i. permanent employees, whether full-time or part-time;
    - ii. temporary or casual employees;
  - b) Councillors;
  - c) consultants;
  - d) individual contractors working for Council;
  - e) employees of contractors providing services to Council; and
  - f) other people who perform Council official functions whose conduct and activities could be investigated by an investigating authority, including volunteers.
10. The policy also applies to public officials of another council or public authority who report wrongdoing relating to Council.

## WHAT SHOULD BE REPORTED?

11. You should report any suspected wrongdoing within Council, or any activities or incidents you see within Council that you believe are wrong.
12. Reports about the following five categories of misconduct which otherwise meet the criteria of a public interest report, will be dealt with under the Act and according to this Policy:
  - a) Corrupt Conduct;
  - b) Government Information Contravention;
  - c) Local Government Pecuniary Interest Contravention;
  - d) Maladministration; and
  - e) Serious and Substantial Waste.
13. All other wrongdoing or suspected wrongdoing should be reported to a supervisor, to be dealt with in line with the relevant Council policies. This might include:
  - a) harassment or unlawful discrimination; or
  - b) practices that endanger the health or safety of staff or the public.
14. Even if these reports are not dealt with as public interest reports, Council recognises such reports may raise important issues and will respond to all reports and make every attempt to protect the staff member making the report from reprisal.

## DEFINITIONS

15. The following definitions are contained in this policy:
  - a) **Corrupt Conduct** means the dishonest or partial exercise of official functions by a public official. Examples include but are not restricted to:
    - the improper use of knowledge, power or position for personal gain or the advantage of others;
    - acting dishonestly or unfairly, or breaching public trust; or
    - a Council Staff or Councillor being influenced by a member of public to use their position in a way that is dishonest, biased or breaches public trust.
  - b) **Council** means Central Coast Council.
  - c) **Detrimental action** means action causing, comprising or involving any of the following:
    - i. Injury, damage or loss;
    - ii. Intimidation or harassment;
    - iii. Discrimination, disadvantage or adverse treatment in relation to employment;
    - iv. Dismissal from, or prejudice in, employment; or
    - v. Disciplinary proceedings.

- d) **Government Information Contravention** means a failure to properly fulfil functions under the [Government Information \(Public Access\) Act 2009 \(NSW\)](#) (the GIPA Act). This includes but is not restricted to:
- i. destroying, concealing or altering records to prevent them from being released;
  - ii. knowingly making decisions that are contrary to the GIPA Act; or
  - iii. directing another person to make a decision that is contrary to the GIPA Act.
- e) **Local Government Pecuniary Interest Contravention** means a failure to fulfil certain functions under the [Local Government Act 1993 \(NSW\)](#) relating to the management of pecuniary interests. These include obligations to lodge report of interest returns, lodge written declarations and disclose pecuniary interests at Council Meetings and Council Committee Meetings. A pecuniary interest is an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person. This includes but is not restricted to:
- i. a Council Staff member or Councillor recommending a family member for a Council contract and not declaring the relationship; or
  - ii. a Council Staff member or Councillor holding an undisclosed shareholding in a company competing for a Council contract.
- f) **Maladministration** means conduct that involves action or inaction of a serious nature that is contrary to law, unreasonable, unjust, oppressive or discriminatory or based wholly or partly on improper motives. This includes but is not restricted to:
- i. making a decision and/or taking action that is unlawful; or
  - ii. refusing to grant someone a licence for reasons that are not related to the merits of their application.
- g) **Serious and Substantial Waste** means the uneconomical, inefficient or ineffective use of resources that could result in the loss or wastage of local government money. This includes all revenue, loans and other money collected, received or held by, for or on account of the council. This includes but is not restricted to:
- i. poor management practices leading to projects running over time
  - ii. having poor or no processes in place for a system involving large amounts of public funds
  - iii. the purchase of unnecessary or inadequate goods and services
- h) **The Act** means the [Public Interest Disclosures Act 1994](#).

## GENERAL

16. Reports will be dealt with under the Act, this policy, the relevant legislation and/or the Code of Conduct.

17. Reports will be assessed and acted on impartially, fairly, discreetly and reasonably.
18. If reports are not dealt with as public interest reports, Council will consider each matter and make every attempt to protect the staff member making the report from any form of reprisal.
19. Information provided to support allegations should be clear, accurate and factual and is to be made available if requested.
20. Reports of wrongdoing can be either in writing or verbally. Reporters are encouraged to make a report in writing as this can help to avoid any confusion or misinterpretation. Council's Internal Reporting Form (which is Attachment 1 to this Policy) is also available for Council Staff or Councillors to use to make a report.
21. If a report is made verbally, the person receiving the report will make a comprehensive record of the report and ask the reporter to sign this record. The reporter should keep a copy of this record.
22. There will be some situations where you may not want to identify yourself when you make a report. Although these reports will still be dealt with by Council, it is best if the reporters identify themselves. This allows Council to provide the reporter with any necessary protection and support, as well as feedback about what action is to be taken or has been taken to deal with the issues raised in the report, or the outcome of any investigation.
23. It is important to realise that an anonymous report may not prevent the reporter from being identified by the subjects of the report or your colleagues. If Council does not know who made the report, it is very difficult for Council to prevent any reprisal should others identify you. Also there would be no opportunity for feedback.

### **Feedback to Staff who Report Wrongdoing**

24. A person who makes a report must be notified in writing of the action taken or proposed to be taken within six months of the report being made.
25. The Act requires that persons who make a report are provided with an acknowledgement letter and a copy of this policy within 45 days after the report is made. Council will endeavour to provide this information within five working days from the report date.
26. After an initial assessment is made about the method of dealing with a report, Council will provide the following information to the person making a report:
  - a) What action will be taken in response to the report;
  - b) Likely timeframes for any investigation;
  - c) Details of the resources within Council to handle any concerns the person may have; and
  - d) Details about external agencies and services available for support.

27. During the investigation the following will be provided to the person making a report :
  - a) Information on the ongoing nature of the investigation;
  - b) Progress and/or reasons for any delays; and
  - c) Advice if identities need to be disclosed and opportunities to discuss this.
28. At the end of an investigation the following will be provided to the person making a report:
  - a) Information to show that adequate and appropriate action was taken and/or is proposed to be taken in response to the report; and
  - b) Advice about whether the person making the report will be involved as a witness in any further matters, such as disciplinary or criminal proceedings.

### **Support for the subject of a Report**

29. Council is committed to ensuring persons who are the subject of a report are treated fairly and reasonably. They will be:
  - a) Treated fairly and impartially;
  - b) Told their rights and obligations under Council's policies and procedures;
  - c) Kept informed during any investigation;
  - d) Provided with an opportunity to respond to allegations;
  - e) Advised of the result of the investigation.

## **WHO SHOULD YOU REPORT TO?**

30. Reports can be made directly to the following officers:
  - a) Chief Executive Officer;
  - b) Internal Ombudsman (Council's Public Interest Disclosures Coordinator); and
  - c) Authorised Public Interest Disclosures Officers.
31. The Mayor may receive internal reports concerning the Chief Executive Officer.
32. Supervisors who receive what they believe may be a Public Interest Disclosures report must refer the person making the report to one of the positions listed above.
33. Alternative avenues for making a public interest report under the Act (other than by means of the internal reporting system under this Policy) are as follows:
  - a) The Auditor General – for reports of serious and substantial waste
  - b) Independent Commission Against Corruption (ICAC) – for reports of corrupt conduct;
  - c) The Information Commissioner (NSW) – for disclosures about a breach of the GIPA Act;
  - d) The NSW Ombudsman – for reports about maladministration;
  - e) The Chief Executive, Office of Local Government – for disclosures about local councils

34. The details of each of these External Agency are set out at the end of this Policy.
35. Reports made to a journalist or a member of Parliament will only be protected if certain conditions are met:
- a) The same report must have already been made through Council's internal reporting system in accordance with the Act;
  - b) The information provided in the report is substantially true; and
  - c) The investigating authority, public authority or officer to whom the matter was originally referred has:
    - i. Decided not to investigate the matter; or
    - ii. Investigated but not completed the investigation within six months of the original report; or
    - iii. Investigated but not recommended any subsequent action; or
    - iv. Failed to notify the person making the report within six months of the report whether the matter is to be investigated.

## CONFIDENTIALITY

36. All Council Staff and Councillors must protect the confidentiality of persons they know or suspect of having made reports. Council will not tolerate any person victimizing, intimidating or harassing anyone who has made a report.
37. Council Staff and Councillors who wish to make a report and are concerned about being seen can request meeting in a discreet location away from the workplace.
38. Council will maintain confidentiality and protect identities in reports where possible and appropriate. Exceptions to confidentiality requirements are:
- a) in the interests of natural justice, the subject of the report will be advised;
  - b) the report is in the public interest;
  - c) the person making the report consents in writing to releasing the information;
  - d) it is generally known that the person has made the report as a result of the person having voluntarily identified themselves as the person who made the report; or
  - e) the identifying information is necessary to investigate the matter effectively.
39. If confidentiality cannot be maintained, Council will, in partnership with the person making the report, develop a plan to support and protect that person.

### Can a Report be Anonymous?

40. There will be some situations where persons may not want to identify themselves when making a report. Although these reports will still be dealt with by Council, it is best if reporters identify themselves. This allows Council to provide them with any necessary protection and support, as well as feedback about what action is to be taken or has

been taken to deal with the issues raised in the report, or the outcome of any investigation.

41. It is important to realise that an anonymous disclosure may not prevent reporters from being identified by the subjects of the report or their colleagues. If Council does not know who made the report, it is very difficult to prevent any reprisal should others identify them.
42. Persons who are the subject of reports (whether protected under the Act or otherwise) have the right, before any final report or the like is made, to:
  - a) be informed as to the substance of the allegations;
  - b) be informed as to the substance of any adverse comments that may be included in such final report; and
  - c) be given a reasonable opportunity to put their case (either orally or in writing) to the investigator.
43. Where allegations are found to be clearly wrong or unsubstantiated, the subject of the report will receive the support of Council and Council's Executive leadership Team. Such support would depend on the circumstances of the case, but could include a public statement.

## WHEN WILL A REPORT BE PROTECTED?

### Protected Report

44. For a report to be protected, it has to meet all the requirements under the Act, which are:
  - a) the person making the report must honestly believe on reasonable grounds that the information shows, or tends to show, wrongdoing;
  - b) the report must be made in accordance with the Policy and any associated procedures; and
  - c) the report has to be made to the Chief Executive Officer, Disclosures Coordinator, Disclosure Officers, Mayor or one of the investigating authorities nominated in the Act.

### Non-Protected Reports

45. Protection is not given for reports which:
  - a) primarily question the merits of Government or Council policy;
  - b) are made solely or substantially with a motive of avoiding dismissal or other disciplinary action; or
  - c) are a grievance.

### Sanctions for making false or misleading reports

46. It is a criminal offence to wilfully make a false or misleading statement when making a report.

## PROTECTION AGAINST REPRISALS

47. Under the Act a person is not subject to any liability for making a protected report and no action may be taken against, or claim/demand made of, the person making the report.
48. The Act provides protection by imposing penalties on anyone who takes detrimental action against another person in reprisal for a protected report. Penalties can include disciplinary action, fines or imprisonment.
49. Council also has obligations under the common law and work health and safety legislation to ensure that there are no reprisals for reports.
50. Any action perceived to be detrimental to the person making a report should immediately be reported to the Chief Executive Officer, Disclosures Coordinator, Disclosures Officers or Mayor (as appropriate).
51. Actions taken by Council to deal with real or suspected reprisals include:
  - a) refer the matter to a senior member of staff to investigate;
  - b) consult with the Chief Executive Officer on result of the investigation;
  - c) consult with the Mayor on result of investigation if the allegation concerns the Chief Executive Officer;
  - d) take all steps possible to stop the activity and protect the person who made the report;
  - e) take appropriate disciplinary action against anyone proven to have taken or threatened any reprisal; or
  - f) refer any evidence of reprisal action to the Police, DPP or other investigative authority for further action.
52. If the person who makes a report feels that such reprisals are not being effectively dealt with they should contact one of the External PID Agency set out at the end of this Policy.
53. Protection under the Act may apply to a person who chooses to break the law, that is accessing someone's computer without authorisation to obtain evidence to support allegations, however the person will not be protected from the law if they act unlawfully.

## HOW WE WILL MANAGE YOUR REPORT

54. When a Council Staff member or Councillor reports wrongdoing, Council will undertake a thorough risk assessment to identify the risk of detrimental action in reprisal for reporting, as well as indirect but related risks of workplace conflict or difficulties. The risk assessment will also identify strategies to deal with those risks and determine the level of protection and support that is appropriate.

55. Depending on the circumstances, Council may:
- a) relocate the reporter or the Council Staff member who is the subject of the allegation within the current workplace;
  - b) transfer the reporter or the Council Staff member who is the subject of the allegation to another position for which they are qualified; or
  - c) grant the reporter or the staff member who is the subject of the allegation leave of absence during the investigation of the report.
56. These courses of action are not punishment and will only be taken in consultation with the reporter.

## ROLES AND RESPONSIBILITIES

### The role of council staff and councillors

57. Council Staff and Councillors play an important role in contributing to a workplace where known or suspected wrongdoing is reported and dealt with appropriately. All Council Staff and Councillors are obliged to:
- a) report all known or suspected wrongdoing and support those who have made reports of wrongdoing;
  - b) if requested, assist those dealing with the report, including supplying information on request, cooperating with any investigation and maintaining confidentiality;
  - c) treat any staff member or person dealing with a report of wrongdoing with courtesy and respect; and
  - d) respect the rights of any person the subject of reports.
58. Council Staff and Councillors **must not**:
- a) make false or misleading reports of wrongdoing; or
  - b) victimise or harass anyone who has made a report.
59. The behaviour of all Council Staff and Councillors involved in the internal reporting process must adhere to the Council's Code of Conduct. A breach of the Code could result in disciplinary action.

### The role of the Council

60. Council has a responsibility to establish and maintain a working environment that encourages Council Staff and Councillors to report wrongdoing and supports them when they do. This includes keeping the identity of reporters confidential where practical and appropriate, and taking steps to protect reporters from reprisal and manage workplace conflict.
61. Council will assess all reports of wrongdoing it receives from Council Staff and Councillors and deal with them appropriately. Once wrongdoing has been reported, Council will take 'ownership' of the matter. This means it is up to Council to decide whether a report should be investigated, and if so, how it should be investigated and by whom.

62. Council will deal with all reports of wrongdoing fairly and reasonably, and respect the rights of any person the subject of a report.
63. Council is obligated under the Act to report all statistical information about public interest reports in Council's Annual Report and to provide a report to the NSW Ombudsman every six months.
64. All Council Staff and Councillors with roles outlined below and elsewhere in this Policy will receive training on their responsibilities.

### **Roles of key positions**

#### *Chief Executive Officer*

65. The Chief Executive Officer has ultimate responsibility for maintaining the internal reporting system, workplace reporting culture and ensuring that Council complies with the Act. Reports can be made directly to the Chief Executive Officer who will:
  - a) impartially assess each report to determine whether the report falls within the meaning of the Act and the appropriate action to be taken;
  - b) receive reports from the Disclosures Coordinator on findings of any investigation and determine subsequent action to be taken;
  - c) take all necessary and reasonable steps to ensure the identity of persons who make reports and the subject of reports are kept confidential;
  - d) protect staff who make reports from reprisals;
  - e) ensure there are strategies in place to support reporters, protect reporters from reprisal and manage workplace conflict that may arise in relation to a report
  - f) take appropriate remedial action where wrongdoing is substantiated or systemic problems are identified
  - g) implement organisational reform if necessary or appropriate following investigation;
  - h) report criminal offences to the Police and any actual or suspected corrupt conduct to ICAC (under s.11 of the ICAC Act); and
  - i) refer any evidence of a reprisal offence under section 20 of the Act to the Commissioner of Police or the ICAC.

#### *Public Interest Disclosures Coordinator*

66. Council's Senior Internal Ombudsman is Council nominated Public Interest Disclosures Coordinator. The Disclosures Coordinator has a central role in Council's internal reporting system. The Disclosures Coordinator can receive and assess reports, and is the primary point of contact in Council for the Disclosures reporter. The Disclosures Coordinator has a responsibility to:
  - a) impartially assess reports to determine whether or not a report should be treated as a public interest report, and to decide how each report will be dealt with (either under delegation or in consultation with the Chief Executive Officer);
  - b) deal with reports made under the Council's Code of Conduct in accordance with the Council's adopted Procedures for the Administration of the Code of Conduct;

- c) coordinate Council's response to a report;
- d) acknowledge reports and provide updates and feedback to the reporter;
- e) assess whether it is possible and appropriate to keep the reporter's identity confidential;
- f) assess the risk of reprisal and workplace conflict related to or likely to arise out of a report, and develop strategies to manage any risk identified;
- g) where required, provide or coordinate support to staff involved in the reporting or investigation process, including protecting the interests of any officer the subject of a report;
- h) reporting actual or suspected corrupt conduct to the Chief Executive Officer in a timely manner to enable that officer to comply with the ICAC Act;
- i) when required report criminal offences to the Police and corrupt conduct to ICAC (under s.11 of the ICAC Act) directly;
- j) ensure Council complies with the Act; and
- k) provide six-monthly reports to the NSW Ombudsman in accordance with section 6CA of the Act.

#### *Public Interest Disclosures Officers*

67. Disclosures Officers work with the Disclosures Coordinator, and are responsible for receiving, forwarding and/or dealing with reports made in accordance with the Act and this Policy. Disclosures Officers are additional points of contact within the internal reporting system and they will:
- a) impartially assess each report and carry out preliminary assessment to determine whether the report falls within the meaning of the Act;
  - b) refer the report to the Disclosures Coordinator or Chief Executive Officer if required for further investigation;
  - c) take all necessary and reasonable steps to ensure the identity of persons who make reports and the subject of the reports are kept confidential; and
  - d) make arrangements to ensure reporters can make reports privately and discreetly when requested, if necessary away from the workplace.

68. The current Central Coast Council Public Interest Disclosures Officers can be located at [this link](#).

#### *Mayor*

69. Reports can be made to the Mayor concerning the Chief Executive Officer. The Mayor will:
- a) impartially assess the reports to determine whether or not they should be treated as a public interest report;
  - b) refer reports to an investigating authority, where appropriate;
  - c) liaise with the Disclosures Coordinator to ensure there are strategies in place to support reporters, protect reporters from reprisal and manage workplace conflict that may arise in relation to a report;
  - d) refer actual or suspected corrupt conduct to the ICAC; and
  - e) refer any evidence of a reprisal offence under section 20 of the Act to the Commissioner of Police or the ICAC.

*Managers and Supervisors*

70. Managers and Supervisors play an important role in managing the immediate workplace of those involved in or affected by the internal reporting process. Also Managers and Supervisors should be aware of this Policy and are responsible for creating a local work environment where Council Staff are comfortable and confident about reporting wrongdoing.
71. Managers and Supervisors have a responsibility to:
- a) encourage Council Staff to report known or suspected wrongdoing within the organisation and support Council Staff when they do;
  - b) identify reports made to them in the course of their work which could be public interest reports, and assist Council Staff to make the public interest report to an authorised person under this Policy;
  - c) implement local management strategies, in consultation with the Disclosures Coordinator, to minimise the risk of reprisal or workplace conflict in relation to a report; and
  - d) notify the Disclosures Coordinator or Chief Executive Officer immediately if they believe a Council Staff member is being subjected to reprisal as a result of reporting wrongdoing, or in the case of suspected reprisal by the Chief Executive Officer, notify the Mayor.

**External PID Agency**

72. Reports can also confidentially be made to the following external agencies:

- a) For reports about *Corrupt Conduct*:

**Independent Commission against Corruption (ICAC)**

Level 7, 255 Elizabeth Street, Sydney NSW 2000

Phone: 02 8281 5999

Toll free: 1800 463 909

Email: [icac@icac.nsw.gov.au](mailto:icac@icac.nsw.gov.au)

[www.icac.nsw.gov.au](http://www.icac.nsw.gov.au)

- b) For reports about *Maladministration*:

**NSW Ombudsman**

Level 24, 580 George Street, Sydney NSW 2000

Phone: 02 9286 1000

Toll free (outside Sydney): 1800 451 524

Email: [nswombo@ombo.nsw.gov.au](mailto:nswombo@ombo.nsw.gov.au)

[www.ombo.nsw.gov.au](http://www.ombo.nsw.gov.au)

- c) For reports about *Serious and Substantial Waste*:

**Auditor-General of the NSW Audit Office**

Level 15, 1 Margaret Street, Sydney NSW 2000

Phone: 02 9275 7100

Email: [mail@audit.nsw.gov.au](mailto:mail@audit.nsw.gov.au)

[www.audit.nsw.gov.au](http://www.audit.nsw.gov.au)

- d) For reports about *Serious and Substantial Waste in Local Government Agencies*:

**Office of Local Government**

5 O'Keefe Avenue, Nowra, NSW 2541

Phone: 02 4428 4100

Tel. typewriter (TTY): 02 4428 4209

Email: [olg@olg.nsw.gov.au](mailto:olg@olg.nsw.gov.au)

[www.olg.nsw.gov.au](http://www.olg.nsw.gov.au)

- e) For reports about *Breaches of the GIPA Act*:

**Information and Privacy Commission**

Level 17, 201 Elizabeth Street Sydney 2000

Toll free: 1800 472 679

Email: [ipcinfo@ipc.nsw.gov.au](mailto:ipcinfo@ipc.nsw.gov.au)

[www.ipc.nsw.gov.au](http://www.ipc.nsw.gov.au)

## REVIEW

73. This Policy will be reviewed every three years from the date of Approval.

## RELATED RESOURCES

74. Legislation:

- (a) [Public Interest Disclosures Act 1994](#)
- (b) [Government Information \(Public Access\) Act 2009](#)
- (c) [Local Government Act 1993](#)

75. Associated Council Documents:

- (a) [Code of Conduct](#)
- (b) [Procedures for the Administration of the Code of Conduct](#)
- (c) [Complaint Feedback Management Policy](#)

## ATTACHMENT 1



# INTERNAL REPORT FORM

COMPLETION OF THIS FORM IS NOT MANDATORY BUT IS DESIGNED TO ASSIST WHEN MAKING A PUBLIC INTEREST REPORT.

1. Details of Person Making the Report:			
Name of complainant			
Address			
Postal Address			
State		Post Code:	
Email Address			
Contact Number		Mobile Number:	
Have you read or accessed Council's Internal Reporting Policy prior to making this report?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Particulars of Report  <i>(Please provide attachment if more room is required)</i>			

Do you have a preferred outcome, if so, what outcome is sought	
Please list the details of the person(s) that you believe have committed wrongdoing	1. 2. 3.
Has the matter been disclosed previously?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown  If Yes please list the name of the person(s) who has been aware of or responsible for this matter:
Do you have any additional information or documentation related to the report	<input type="checkbox"/> Yes <input type="checkbox"/> No If YES, please attach a copy to this form.
I agree to maintain confidentiality, unless otherwise subsequently agreed in consultation with a PID Coordinator or required by law	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>2. Declaration:</b>	
I declare that I have disclosed all relevant information and make this report with an honest belief on reasonable grounds that the conduct disclosed denotes wrongdoing	Signature:
<b>3. Office Use Only:</b>	
Date and Name of Disclosures Officer, Chief Executive Officer or Mayor receiving report	
Date and Name of Disclosures Coordinator receiving report	
Report Classification	
Relevant TRIM Folder Number	



# INTERNAL REPORTING PROCEDURES

October 2018

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**Wyong Office:** 2 Hely St / PO Box 20 Wyong NSW 2259 | **P** 02 4350 5555

**Gosford Office:** 49 Mann St / PO Box 21 Gosford NSW 2250 | **P** 02 4325 8222

**E** [ask@centralcoast.nsw.gov.au](mailto:ask@centralcoast.nsw.gov.au) | **W** [www.centralcoast.nsw.gov.au](http://www.centralcoast.nsw.gov.au) | **ABN** 73 149 644 003



## Internal Reporting Procedures

- 1 Council's Disclosures Coordinator will maintain a Register of Disclosures pursuant to the *Public Interest Disclosures Act 1994* (the Act) and will record the date a Public Interest Disclosure (PID) was received, who made it and when the matter was finalised.
- 2 On receipt of a report, the person making the report will be given:
  - a) an acknowledgement letter that the disclosure has been received
  - b) a copy of Council's Internal Reporting Policy within 45 days after the report is made
  - c) the timeframe for further updates
  - d) the name and contact details of the people who can advise what is happening
- 3 After a decision is made about how a PID report will be dealt with, the person making the report will, within 10 working days of making the report, be given:
  - a) information about the action that will be taken in response to the PID report
  - b) likely timeframes for any investigation
  - c) information about the resources available within CCC to handle any concerns
  - d) information about external agencies and services you can access for support
- 4 During any investigation, the person making the report will be given:
  - a) information on the ongoing nature of the investigation
  - b) information about the progress of the investigation and reasons for any delay
  - c) advice if the identity of the person making the report needs to be disclosed for the purposes of investigating the PID report, and an opportunity to talk about this
- 5 At the end of any investigation, the person making the report will be given:
  - a) enough information to show that adequate and appropriate action was taken and/or is proposed to be taken in response to the disclosure and any problem that was identified
  - b) advice about whether the person making the disclosure will be involved as a witness in any further matters, such as disciplinary or criminal proceedings
- 6 A register of disclosures will be kept by the Disclosures Coordinator and individual files for each disclosure made.
  - a) Access can only be gained to the register and the individual files by the Disclosures Co-ordinator and the Chief Executive Officer. Security will be set against View Metadata and View Document.
  - b) Entries to the Register will be made by the Disclosures Co-ordinator
  - c) CCC will collect information about each public interest disclosure received including the date received, who made it and when the matter was finalised.
  - d) CCC will report to the NSW Ombudsman a summary of statistical information about the public interest disclosures received during the six months from 1 January 2012
  - e) CCC will report on its activities in implementing the public interest disclosures system, including statistical information about the disclosures it has received in its Annual Reports.



## Internal Reporting Procedures

- 7 The Register will contain the following as a minimum:
  - a) Date disclosure made and date disclosure received by the Co-ordinator
  - b) Name of person making the disclosure;
  - c) Name of person to whom the disclosure was made;
  - d) Name of person against whom the disclosure was made;
  - e) A brief but descriptive summary of the disclosure;
  - f) If a disclosure is to be investigated a clear but brief statement of the grounds on which a decision to investigate was made, eg possible corruption, maladministration, serious and substantial waste, etc
  - g) Details of the finding;
  - h) Date of any advice or reports to outside authorities, where appropriate;
  - i) Date of advice or report to the Chief Executive Officer;
  - j) Date person making the disclosure advised;
  - k) Date person the subject of the disclosure advised.
- 8 This Register will provide the source of the information required for the periodic review of the Disclosure Procedure.
- 9 Material to be placed on files will include:
  - a) The original disclosure;
  - b) File notes by the Disclosures Co-ordinator of any verbal inquiries made and the responses;
  - c) Copies of hard copy inquiries and the responses;
  - d) File notes and responses relating to any investigations made;
  - e) Hard copy of any material relating to any investigation undertaken;
  - f) Copy of the determination made;
  - g) Copy of any report to an outside agency on the disclosure where appropriate;
  - h) Copy of advices to the Chief Executive Officer, the person making the disclosure and the subject of the disclosure.
10. These Procedures will be reviewed at least every three years.
11. The following precedent documents are attached:
  - a) Internal Report Form;
  - b) Checklist for recipient of internal report;
  - c) Initial assessment of internal report;
  - d) Initial letter to Reporter; and
  - e) Assessment of an internal report against the criteria in the *Public Interest Disclosures Act 1994*
  - f) Letter regarding Concern raised



## Internal Reporting Procedures

**Internal Report Form**

To be completed by an internal reporter and submitted to a nominated disclosures officer

(Refer to the Internal Reporting Policy for further details)

Details of reporter (You can make an anonymous report by leaving this section blank)		
Name:		
Position:		
Division/Unit:		Preferred method of contact
Telephone:		<input type="checkbox"/> Telephone
Email:		<input type="checkbox"/> Email
Postal address:		<input type="checkbox"/> Post
Details of the wrongdoing being reported		
Description: <ul style="list-style-type: none"> <li>• What happened?</li> <li>• Where did this happen?</li> <li>• When did this happen?</li> <li>• Is it still happening?</li> </ul> [Attach an additional page if required]		
How did you become aware of this?		
Name and position of people involved in the wrongdoing:	Name	Position
Attach any additional relevant information or indicate where supporting evidence may be found:	Supporting evidence	Attached
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
Name and position of other people who may have additional information:	Name	Position
Statement		
I honestly believe that the above information shows or tends to show wrongdoing.		
<div style="display: flex; justify-content: space-between;"> <div>           _____            Signature of reporter            (Do not sign if you want to make an anonymous report)         </div> <div>           _____            Date report submitted            (Essential information)         </div> </div>		



## Internal Reporting Procedures

**Checklist for recipient of internal report**

To be completed by the recipient of an internal report

<b>Internal report</b>	
Report received by:	
Date report received:	<input type="checkbox"/> Verbal <input type="checkbox"/> Written <input type="checkbox"/> Anonymous
If the report was made <b>verbally</b> , the report has been documented in writing and signed:	<input type="checkbox"/> Yes <input type="checkbox"/> No
The reporter has been thanked for coming forward with their concerns:	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Confidentiality / Risk of reprisal</b>	
Who else knows that the report has been made?	
Is the reporter concerned their identity will become known in the workplace? Why?	
Is the reporter concerned that they may suffer reprisal action for making the report if their identity becomes known? From whom?	
What professional relationship does the reporter have with any subject(s) of the report?	
<b>Previous reporting</b>	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter has raised this matter to another person within your organisation.	
If <b>yes</b> , who was it reported to, when was it reported, what action was/is being taken?	
<b>Support</b>	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter has been advised of our employee assistance program.	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter requires support.	
If the reporter requires support, what type of support?	
<b>Reporter's expectations</b>	
What does the reporter expect from this process?	
What does the reporter expect will happen to any subject(s) of allegations?	
<b>Additional information the recipient of a report may be aware of</b>	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter is currently/has previously been the subject of performance issues.	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter is currently/has previously been the subject of disciplinary proceedings relating to this matter.	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter is currently/has previously been the subject of criminal investigation related to this matter.	
<input type="checkbox"/> Yes <input type="checkbox"/> No    The reporter is currently/has previously been the subject of workplace changes.	
If <b>yes</b> to any of the above, provide any known details.	
Signature of recipient	Date



## Internal Reporting Procedures

**Initial assessment of internal report**

To be completed by a nominated disclosures officer

Public Interest Disclosures – General Criteria		Comments	
1	Is the reporter a public official?  <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Anonymous	<p>Under the <i>Public Interest Disclosures (PID) Act 1994</i>, A <i>public official</i> includes employees, volunteers, individual contractors, certain employees of contracting companies and any other person performing a public official function for your public authority.</p> <p>If the reporter is not a <i>public official</i> the report is not likely to be a PID.</p> <p>If the reporter is anonymous, the content of the report may tend to indicate that the reporter is a public official. In such cases it is always best to assume the reporter is a public official until there is evidence to indicate the reporter is not a public official.</p>	
2	Is the report about the conduct of a public official or a public authority?  <input type="checkbox"/> Yes <input type="checkbox"/> No	<p>If the report is not about the conduct of a <i>public official</i> or <i>public authority</i> the report is not likely to be a PID.</p>	
3	Is the report about one of these categories of conduct? <input type="checkbox"/> Maladministration <input type="checkbox"/> Waste of public money <input type="checkbox"/> Breach of the GIPA Act <input type="checkbox"/> LG pecuniary interest contravention <input type="checkbox"/> Corrupt conduct	<p>Generally speaking, a grievance, such as a complaint about bullying, is not about one of these categories of conduct.</p> <p>If the report is not about one of these categories of conduct it is not likely to be a PID and does not need to be forwarded to the disclosures coordinator for assessment.</p> <p>For line managers/supervisors: PIDs must be made to a person authorised to receive PIDs under the public authority's internal reporting policy (for example a nominated disclosure officer). <b>If you are not authorised to receive PIDs but suspect the report could be a PID, you should direct staff member to a nominated disclosures officer or show support and go with them.</b></p>	
<b>Contact details of reporter</b>			
Name:		Preferred method of contact <input type="checkbox"/> Telephone <input type="checkbox"/> Email <input type="checkbox"/> Post	
Telephone:			
Email:			
Postal address:			
<b>Assessment and comments</b>			
Based on this <b>initial assessment</b> , could this report be a Public Interest Disclosure (PID)? <input type="checkbox"/> Yes <input type="checkbox"/> No Reasons for this initial assessment:		If <b>yes</b> , <input type="checkbox"/> Forward this report to the disclosures coordinator for formal assessment. Date forwarded:	
Signature of nominated disclosures officer _____ Date:		If <b>no</b> , the following steps will be taken: <input type="checkbox"/> Referred to:  For:  Date referred:  <input type="checkbox"/> Complainant notified. Date notified:	



Dear [Mr/Ms] Surname

**Internal report of suspected wrongdoing**

I am writing in relation to your [letter/email] addressed to [Officer's Name], received [date].  
You reported [brief description of report].

[or]

I am writing in relation to your conversation with [Officer's Name], on [date]. I understand  
that you reported [brief description of report]

Thank you for coming forward to bring to our attention suspected wrongdoing in Central  
Coast Council.

I am enclosing a copy of our Internal Reporting Policy for your reference. As the Disclosures  
Coordinator I am responsible for dealing with reports of wrongdoing made by our staff.

I have assessed your report and decided to treat this matter as a public interest disclosure, in  
accordance with the requirements of the *Public Interest Disclosures Act 1994* (the PID Act).

What we will do with your report

Having received your report, it is now up to Central Coast Council to decide how to deal with  
this information and to take appropriate action. We expect you to assist us in this process  
and provide further information you may be aware of, if requested.

We will advise you of what action we have taken or intend to take by [date no later than six  
months after date received]. Please be aware, however, that we [may/will] not be able to  
provide you with personal or employment related information about those involved in the  
conduct you have reported.

Protection from reprisal

As you may be aware, under Section 20 of the PID Act it is a criminal offence for someone to  
take detrimental action against another person which is substantially in reprisal for that  
person having made a public interest disclosure.

Central Coast Council will take appropriate steps to help protect you from reprisal action that

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### Internal Reporting Procedures

may result from having made a report. If practicable, we will make every effort to keep your identity confidential. Please be aware however that this may not be possible or appropriate in some circumstances. We will be in contact in the near future to discuss whether maintaining confidentiality is possible and appropriate in your case.

To minimise the risk of your identity being disclosed it is important that you only discuss this matter with me, the Principal Officer, or someone authorised to deal with this matter. In particular, do not inform any person involved in the alleged wrongdoing that you have made a report about them.

Failure to maintain confidentiality may limit Central Coast Council's ability to protect you from reprisal action and could be detrimental to any investigation.

*[Optional line where concerns reporter has intentionally breached confidentiality]:  
Wilfully disregarding these instructions will be treated as a serious matter and may be a breach of the code of conduct.*

Please contact me immediately if you believe someone has taken, or intends to take, detrimental action against you in reprisal for making this report. My phone number is [direct phone number].

### Support options

Central Coast Council acknowledges that making a report in the workplace can be difficult, and we appreciate that you have brought this to our attention.

If you are experiencing difficulties or require support you can contact [employee assistance program] on [phone number of employee assistance program]. If you require additional support throughout this process, please contact me to arrange a support officer.

You are welcome to call me on [direct phone number] if you have any questions about this letter or would like further information about how Central Coast Council will be dealing with your report.

Yours sincerely

[Disclosures Coordinator]

## Internal Reporting Procedures

### Assessment of an internal report against the criteria in the *Public Interest Disclosures Act 1994*

To be completed by the disclosures coordinator

Public Interest Disclosures Act Criteria		Comments
1	Is the reporter a public official?  <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Anonymous	If the reporter is not a <i>public official</i> , as defined in the PID Act the report is not a PID.  If the reporter is anonymous, the content of the report may indicate that the reporter is a public official. In such cases it is always best to assume the reporter is a public official unless there is evidence to indicate the reporter is not a public official.
2	Is the report about the conduct of a public official or a public authority?  <input type="checkbox"/> Yes <input type="checkbox"/> No	If the report is not about the conduct of a <i>public official</i> or <i>public authority</i> , as defined in the PID Act, the report is not a PID.
3	Is the report about one of the categories of conduct in the PID Act?  <input type="checkbox"/> Breach of the GIPA Act <input type="checkbox"/> Serious maladministration <input type="checkbox"/> LG pecuniary interest contravention <input type="checkbox"/> Corrupt conduct <input type="checkbox"/> Serious and substantial waste of public money	If the report is not about one of the categories of conduct in the PID Act it is not a PID.  For more information about these categories of conduct see NSW Ombudsman PID Guideline B2.  If you have answered no because you believe the maladministration or waste of public money was not <i>serious</i> or <i>substantial</i> enough, clearly record your reasons over the page.
4	Does the reporter have <b>reasonable grounds</b> to believe that the information they have reported <b>shows or tends to show the alleged wrongdoing</b> ?  <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Assume the reporter has an <i>honest belief</i> unless there is evidence to the contrary.</b>  If another person, given the same conditions, would take the same viewpoint, this is <i>reasonable grounds</i> .  The reporter must be able to <i>show or tend to show</i> evidence of the alleged wrongdoing, i.e. they witnessed it or they have documentary or other evidence. It cannot be hearsay.  If you have answered no, clearly record your reasons over the page.
5	Was the report made to the principal officer, or a public official nominated to receive disclosures in the public authority's Internal Reporting Policy?  <input type="checkbox"/> Yes <input type="checkbox"/> No	If the report was not made to the <i>principal officer</i> or a <i>nominated disclosures officer</i> the report is not a PID.  If the reporter has not made the report to an authorised person they should be redirected to one.
6	Does the report primarily question the merits of government policy?  <input type="checkbox"/> Yes <input type="checkbox"/> No	If the report <i>primarily questions the merits of government policy</i> the report is not a PID.
7	Is there substantial evidence indicating that the report was made solely or substantially with the motive of avoiding dismissal or other disciplinary action?  <input type="checkbox"/> Yes <input type="checkbox"/> No	If the report has been made <i>solely or substantially with the motive of avoiding dismissal or other disciplinary action</i> the report is not a PID.  A high evidential threshold is required to conclude the reporter's motives were improper.  If you have answered yes, you should have sound reasons and clearly record those reasons over the page.
Further comments		
<ul style="list-style-type: none"> <li>The PID assessment should be based on the content of the disclosure, not the outcome of any investigation.</li> <li>An internal reporter does not have to explicitly indicate that they are making a PID or ask to be protected.</li> <li>If in doubt, err on the side of caution and interpret the PID Act broadly – i.e. assume that the PID Act applies and proceed accordingly.</li> <li>For further advice, please refer to the NSW Ombudsman's PID Guidelines at <a href="http://www.ombo.nsw.gov.au">www.ombo.nsw.gov.au</a> or contact the NSW Ombudsman PID Unit on <a href="mailto:pid@ombo.nsw.gov.au">pid@ombo.nsw.gov.au</a> or 02 9286 1000.</li> </ul>		

## Internal Reporting Procedures

Assessment	
<p>Based on this assessment, should the report be treated as a Public Interest Disclosure?</p> <p><input type="checkbox"/> Yes   <input type="checkbox"/> No</p> <p>If <b>yes</b>, was the PID made:</p> <p><input type="checkbox"/> incidental to the performance of reporter's day-to-day functions,  <input type="checkbox"/> under a statutory or other legal obligation on the reporter,  <input type="checkbox"/> otherwise.</p> <p>_____  Signature of disclosures coordinator</p> <p>Date:</p>	<p>If <b>yes</b>, the following steps will be taken:</p>          <p>If <b>no</b>, the following steps will be taken:</p>          
Reasons for decision	

## Internal Reporting Procedures



Dear [Mr/Ms] [Surname]

### Concern raised

Thank you for taking the time to discuss your concern about [topic] on [date] with me. You raised your concern with a disclosures officer nominated in our *Internal Reporting Policy* on [date] as a person authorised to accept reports of wrongdoing that may be public interest disclosures (PIDs).

I have carefully assessed your concern and the supporting information/evidence you provided. As advised in our conversation on [date], Central Coast Council cannot treat your concern as a **PID** because it does not meet at least one of the requirements of the *Public Interest Disclosures Act 1994* (PID Act). In this regard, it is my assessment that the concern you have raised: [Explain why the concern raised is not a PID using one of the following criteria]

- *Questions the merits of government policy [contrary to s. 17 of the PIO Act].*
- *Was made primarily to avoid dismissal or disciplinary action [contrary to s. 18 of the PIO Act].*
- *It is not a PIO because you are not a public official as defined by the PIO Act or were not a public official as defined by the PIO Act when you raised the concern [as required by s. 8 of the PIO Act].*
- *It is not about a public authority or public official, including a person who acts in or performs a public official function [contrary to s. 8 of the PIO Act].*
- *It is not about serious wrongdoing (i.e. a report about a matter of sufficient importance to be categorised as a public interest issue).*
- *It is not about one of the categories of conduct defined in the PIO Act, i.e.:*  
*Corrupt conduct*  
*Serious maladministration*  
*Serious and substantial waste of public money*  
*Failure to comply with the Government Information (Public Access) Act 2009*  
*Pecuniary interest contravention under the Local Government Act 1993*
- *It is a mere allegation that contains little or no information/evidence that shows or tends to show that the alleged conduct has occurred/is occurring [contrary to the requirements of the PIO Act].*
- *It is more appropriately categorised as a performance management issue.*
- *It is a workplace grievance or interpersonal conflict.*
- *It alleges bullying or harassment of an individual, i.e. it does not show or tend to show a course of conduct or systemic workplace issue..*

## Internal Reporting Procedures

Although your concern cannot be treated as a PIO, Central Coast Council values public officials raising concerns and it has been decided that your concern will be: [Explain what action will be taken]

**Resolved managerially and your concern will be forwarded to your supervisor for their information or action.**

- *Handled as a grievance in line with the [title of the grievance policy].*
- *Handled as a complaint in line with the [title of the complaint policy].*
- *Handled as a harassment, bullying or an unlawful discrimination complaint in line with the [title of the anti-harassment, bullying or anti discrimination policy].*
- *Dealt with as a work, health and safety concern because there is the possibility of a health and safety risk to public officials or the public.*
- *Dealt with under the Code of Conduct of [Public Authority].*
- *Dealt with through the performance management process.*
- *Referred to the police as it is a criminal matter.*

[name/title] will keep you updated about how Central Coast Council will handle your concern. You are also welcome to contact [him/her] directly on [direct phone number].

Raising a concern in the workplace can be difficult, and we appreciate that you brought this matter to our attention.

If you are experiencing difficulties or require support you can contact [employee assistance program] on [phone number]. If you fear or experience any adverse action resulting from having brought this matter to our attention, please contact your supervisor and myself as soon as possible .

You are welcome to call me if you have any questions about this letter. My phone number is [direct phone number].

If you disagree with the assessment/ outcome you are welcome to contact the NSW Ombudsman's Public Interest Disclosures Unit on 02 9286 1000 for advice.

Yours sincerely

[Disclosures Coordinator]

**Item No:** 3.6  
**Title:** Draft Ourimbah Land Use Strategy and Masterplan  
**Department:** Environment and Planning

---



12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-02 - D13204942

Author: Gary Hamer, Section Manager

Manager: Matthew Prendergast, Unit Manager, Strategic Planning

Executive: Scott Cox, Director, Environment and Planning

## **Report Purpose**

The purpose of this report is to consider a Draft Final Ourimbah Land Use Strategy and Masterplan, that has been amended to respond to internal staff and public submissions received during public exhibition.

This report recommends that Council re-exhibit the Draft Final Ourimbah Land Use Strategy and Masterplan to allow for further public consultation prior to adoption of the document.

## **Recommendation**

- 1 That Council re-exhibit the Draft Final Ourimbah Land Use Strategy and Masterplan for 28 days to allow for additional public consultation.**
- 2 That Council request the Chief Executive Officer to advise all those who made written submissions previously.**
- 3 That the Council consider a further report on the results of the public exhibition.**

## **Background**

Ourimbah is strategically located close to existing and future infrastructure, including the M1 Motorway, the Main Northern railway line, the regional campus of the University of Newcastle (UON), TAFE NSW (Hunter Institute), the Central Coast Community College. (Refer to Figure 1)



**Figure 1 Location Plan**

The former Wyong Shire Council (fWSC) recognised the importance of developing a vision for the future growth and development of Ourimbah to support the expansion of the tertiary education facilities to build the future workforce of the region.

On 12 October 2011, the fWSC entered into a formal Memorandum of Understanding (MOU) with University of Newcastle and TAFE NSW to prepare a masterplan for the development of Ourimbah Town Centre into an education, training, research and recreational precinct in order to deliver significant economic and social benefits to the region.

The Ourimbah Land Use Strategy and Masterplan was identified and funded as a key planning project in the former *Wyong Shire Strategic Plan 2014/2015*.

### **Current Status of the Draft Master Plan**

The Land Use Strategy and Masterplan sets out a new 20 year vision for Ourimbah to make it a place to live and work and accommodate growth while protecting the area's unique character and sensitive setting.

The Draft Ourimbah Land Use Strategy and Masterplan was placed on public exhibition for 6 weeks from 18 April 2016 to 31 May 2016.

Council received a total of 46 written submissions from the public, business, landowners as well as government agencies, such as Office of Environment and Heritage (OEH), Roads and Maritime Services (RMS), Department of Planning and Environment (DPE), Rural Fire Service

(RFS) and University of Newcastle (UoN). All submissions were carefully considered and the Draft Ourimbah Land Use Strategy and Masterplan was revised to include:

- More detailed contextual information to respond to key issues (like flooding and other environmental constraints) raised during the public exhibition stage.
- A study area wide Framework Plan.
- Further detail in relation to the Town Centre Masterplan.
- Precinct-level strategic land use plans.
- Greater detail with respect to implementation of the plan.

The outcomes of the detailed investigations have informed the Low Growth Model for the Ourimbah area. This includes both a reduction in the number of investigation areas as well as the anticipated dwelling and population capacity as summarized below:

- The Interchange Precinct and Highway Precinct remain but the capacity is reduced (future employment generating).
- The Chittaway Road Precinct remains but the capacity is reduced, subject to detailed study and servicing (previous capacity up to 300 dwellings).
- The University Precinct is no longer an investigation area.
- The Shirley Street Precinct remains but the capacity is reduced, subject to detailed study and servicing (previous capacity up to 90 dwellings).
- The Teralba Street Precinct remains, but the capacity is reduced to 60-70 lots (previous capacity up to 250 lots).
- The Walmsley Road Precinct has been removed.
- The Baileys Road Precinct remains, but the capacity is reduced to 30-45 lots (previous capacity up to 100 dwellings).
- The Reservoir Road Precinct remains, but the capacity is subject to servicing (previous capacity up to 125 lots).
- The Train Station Precinct has been removed (previous capacity up to 150 dwellings).
- The Town Centre Precinct remains, but the capacity is reduced, subject to servicing (previous capacity up to 200 dwellings).
- The Mill Street Precinct has been removed (previous capacity up to 125 dwellings).

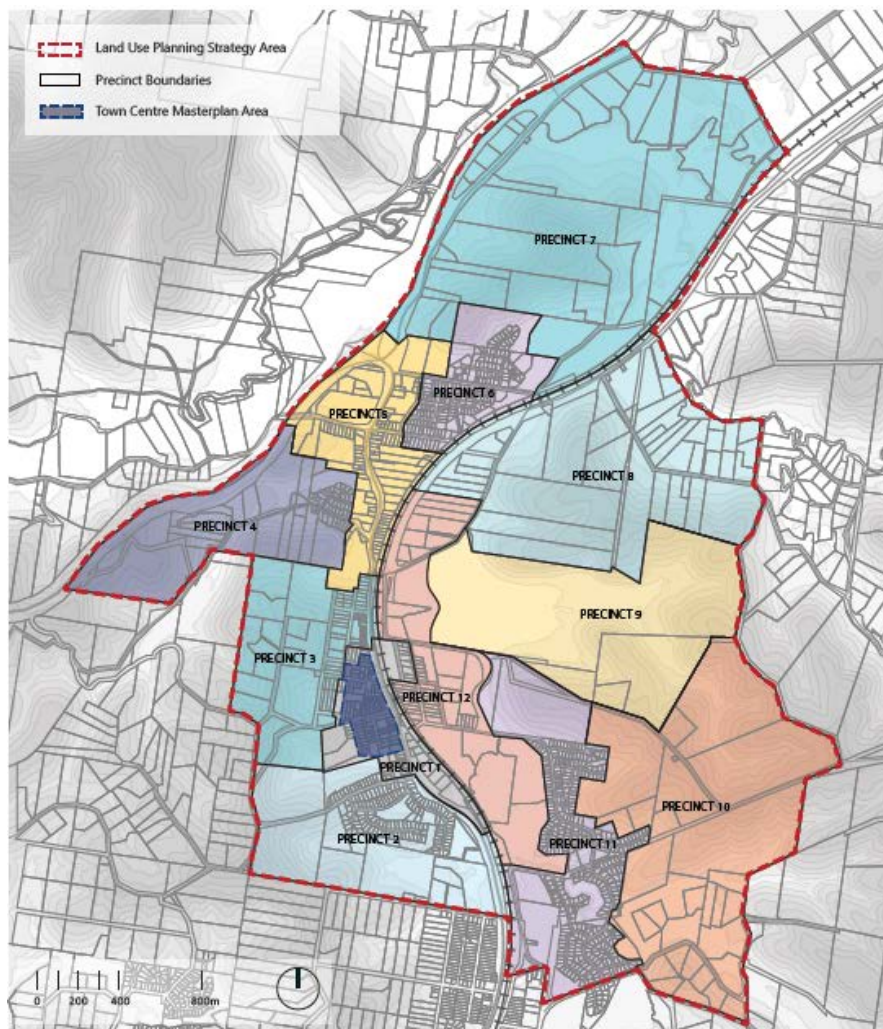
As the format and contents of the document has been revised it is recommended that Council re-exhibit the Final Draft Ourimbah Land Use Strategy and Masterplan to allow for additional public consultation prior to being finalised for adoption and implementation.

### **Ourimbah Land Use Planning Strategy**

The Land Use Planning Strategy (the Strategy) for Ourimbah identifies the long-term vision and principles that will guide land use planning in the area. It has been prepared in response to the anticipated levels of growth and change that are expected to occur in the coming decades. It is intended to enable the Central Coast to grow in a sustainable way, by allowing for future growth to occur within Ourimbah in a manner that does not compromise the attributes that make the area such a unique and desirable place.

The strategy forms the basis for future local planning and plan-making. This may lead to the formulation of new planning controls, such as amendments to Council's Environmental Planning Instruments (Comprehensive Central Coast Local Environmental Plan), or the preparation of a Development Control Plan (DCP), Character statements, Public Domain Plans, or local contributions plans (e.g. plans made under s7.11 or s7.12 of the *Environmental Planning & Assessment Act 1979*) that responds to the masterplan for Ourimbah Town Centre.

The area to which the Land Use Strategy applies is shown in Figure 2 below. This includes lands that are located within the suburb of Ourimbah and to the east of the M1 Pacific Motorway. In some instances, the Strategy area boundary includes properties in adjoining suburbs that share a common street frontage (such as along Peach Orchard Road).



**Figure 2 Precinct Map**

The Land Use Strategy defines a series of Precincts that form the basis for Precinct-level plans. These describe the long-term desired outcomes and objectives for each area. These Precinct-level plans are intended to guide future planning and development in a manner that supports the delivery of the Land Use Strategy's long-term vision, in line with its guiding principles.

### **Vision Statement**

Ourimbah is a place firmly planted in its rich history and natural environment and offers a welcoming experience for residents, students, visitors and commuters to connect to each other and to wider local and regional networks. The Town Centre, Train Station, University Campus and Bill Sohler Park are regionally significant assets creating opportunities for future growth that will set Ourimbah apart from other locations on the Central Coast.

### **Keystone Principles**

- (1) Strengthen Ourimbah's attractive character.
- (2) Protect and enjoy Ourimbah's natural scenery and history.
- (3) Encourage more sustainable forms of transport.
- (4) Increase housing choice and supply to meet the changing needs of Ourimbah's community.
- (5) Make it safer and easier to move around the area (access and circulation).
- (6) Facilitate long-term opportunities to expand and diversify employment-generating uses.

### **Town Centre Masterplan**

The Town Centre Masterplan (the Masterplan) includes the Public Domain Strategy and supports the broader Land Use Planning Strategy by providing more detailed recommendations for growth and change within the defined Town Centre Precinct. It recognises the importance of the Town Centre as a focus for the broader area's communities and economy, and responds to the influence of recent Pacific Highway upgrades.

The Town Centre Masterplan and Public Domain Strategy provides a preferred long-term urban structure and form to guide development as it occurs within the precinct. It recognises that change will occur incrementally, and is intended to offer a level of flexibility to respond to new opportunities without compromising the ability to deliver desired outcomes over the long-term.

#### Section 2 (of the Masterplan)

Section 2 of the Masterplan sets the scene and provides a high-level summary of the steps taken and information used to prepare the Strategy and Masterplan, including their alignment to State, Regional and Local Government Area planning considerations. This provides the broadest context for the thematic or area-specific directions presented throughout the remainder of the study.

#### Section 3 (of the Masterplan)

Section 3 of the Masterplan sets out an Area-Wide Framework, as well as the Strategies for the directive framework for the whole Strategy area. It describes the long-term vision, themes and principles that will guide overall planning for the area. These are supported by seven

area-wide strategies to specifically address planning for; movement & connectivity; housing; economic development and employment; character and heritage; biodiversity; hazards; and community infrastructure and public domain. This framework forms the basis for area-specific considerations presented later in the study.

#### Section 4 (of the Masterplan)

Section 4 of the Masterplan identifies Precinct Plans, recognising that growth and change will occur differently across the Strategy area, and provides specific considerations for twelve separate precincts (including the Town Centre). Each precinct's plan describes the general objectives and desired future outcomes, based on an analysis of current information. These have been formulated to collectively support the long-term vision and strategies applying to the whole of the area.

#### Section 5 (of the Masterplan)

Section 5 of the Masterplan expands on the Town Centre Masterplan Plan for Precinct 1 to provide a long-term vision and more detailed planning considerations for Ourimbah's Town Centre. This recognises the importance of the Town Centre in supporting growth and change across the whole of the Strategy area, responding to the opportunities and challenges identified through research and consultation. The Masterplan forms a basis for coordinating public and private-sector initiatives with respect to land use and development in the coming decades.

#### Section 6 (of the Masterplan)

Section 6 of the Masterplan, Implementing Change, describes the actions that may be undertaken by Council, or others, to support the directions set out in the overall Land Use Strategy and Town Centre Masterplan. This includes strategic planning research or initiatives (e.g. developing guidelines), updating planning controls, including Council's Local Environmental Plan and Development Control Plan, coordinating the delivery of infrastructure to support the growth and change anticipated. This section also describes how the Strategy and Masterplan will be monitored and reviewed in coming years to ensure they remain relevant to the community's needs.

### **Internal Consultation**

Internal consultation for the Land Use Planning Strategy and Masterplan to date has included staff from the following units. Relevant comments have been utilised to inform the issues and develop appropriate responses.

- Open Space and Recreation, Sports Facilities and Planning
- Community Partnerships and Planning
- Natural and Environmental Assets
- Waterways
- Water Services and Design

- Engineering Assessment
- Property Services
- Land Use and Policy

#### **Councillor Briefing**

A Councillor Briefing was undertaken on 6<sup>th</sup> August 2018 informing Councillors of the project scope, progress and proposed steps in enabling the Strategy to progress to public exhibition.

The following matters were raised at the Councillor Briefing and comments are provided below.

- What are the status of the Ourimbah Creek Floodplain Risk Management Plan and the location of the Chittaway Road investigation area?

Comment

*The Ourimbah Creek Floodplain Management Plan is a draft document, The Chittaway Road investigation area is mainly located on the eastern side of Chittaway Road (high side) and is proposed for medium density housing, subject to servicing and demand.*

- Clarification is sought as to the Teralba Street investigation area and the flood impact of Cut Rock Creek.

Comment

*The Teralba Street investigation area has been considerably revised to reflect the most recent updated flood information.*

- What are the population projections for the Ourimbah area?

Comment

*Ourimbah's resident population is forecast to grow from 4,600 in 2016 to 5,200 in 2036 (Population forecast .id 2017).*

#### **External Consultation**

The Strategy and Town Centre Masterplan was prepared in consultation with a number of key stakeholders, including the local community and Ourimbah Residents Association. The process taken to prepare the Land Use Strategy and Town Centre Masterplan, including key consultation milestones is indicated below.

- Community Workshop 1 - February 2015
- External Stakeholder Group Workshop 2 - March 2015

- External Stakeholder Group Workshop 3 - April 2015
- External Stakeholder Group Workshop 4 - June 2015
- Former Wyong Shire Councillor Briefings - June 2014, April 2015, February 2016
- Community Workshop 2 - May 2016
- Public Exhibition - April - May 2016

The scope of this project was informed by early consultation with the community, through an online forum and an open-invitation public meeting, attended by around 80 people.

Following this meeting a Stakeholder Liaison Group with 22 members was established, representing State Government agencies, locally-based institutions, business and residents. This group met three times early in the strategy formulation process to identify the main issues of interest and consider how the strategy could address these issues.

The Draft Land Use Strategy and Town Centre Masterplan for Ourimbah was publicly exhibited during April and May 2016. Feedback from the community was provided during an open invitation meeting in May 2016.

The main issues of interest identified through consultation initiatives throughout the process form the basis for the Land Use Planning Strategy's vision and guiding principles. The specific challenges and opportunities that were raised by stakeholders, including the local community, have helped to shape the more detailed recommendations presented in the study to support growth and change across the area.

#### **Options**

Two options are proposed for Council to consider:

1. Adopt and implement the Draft Final Ourimbah Land Use Strategy and Masterplan without further public consultation
2. Re-exhibit the Draft Final Ourimbah Land Use Strategy and Masterplan for 28 days to allow for additional public consultation prior to adoption and implementation

Option 2 is the recommended option.

As the format and contents of the document has been revised in response to staff and public submissions it is recommended that Council re-exhibit the Final Draft Ourimbah Land Use Strategy and Masterplan to allow for additional public consultation prior to being finalised for adoption and implementation.

#### **Financial Impact**

The Ourimbah Land Use Strategy and Town Centre Masterplan project was identified and funded as one of the key planning projects in the Wyong Shire Strategic Plan 2014/2015.

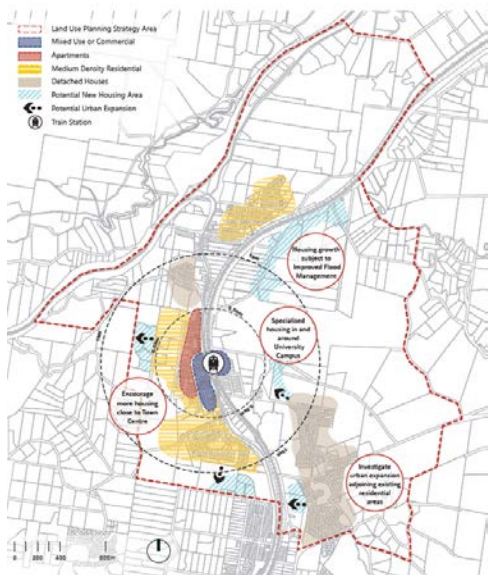
Funds of \$20,000 have been allocated in the 18/19 Operational Plan for community consultation and completion of the strategy.

### Social Considerations

New residential development will be required in Ourimbah to cater for the anticipated housing needs of a growing and changing population. This recognises that the quality of life, relatively affordable cost of living (compared with Sydney) and high level of accessibility that the area offers is expected to make it a popular choice within the Central Coast.

Current projections anticipate the area will need to accommodate around 2,050 dwellings by 2036 to meet the demands of a growing and changing population. This would require 350 additional dwellings above 2011 figures (Population and household forecasts, 2011 to 2036, .id, March 2015). New housing in Ourimbah is expected to comprise a range of dwelling types, from detached dwellings to low-rise apartments. Encouraging diversity within this range will allow the area to cater for a broad range of household types, and lifestyles.

Promoting more medium density housing and apartments in appropriate locations will benefit the area in several ways. A more compact settlement form will minimise the need to clear vegetation, helping to protect important ecological values, as well as the area's bushland setting. This type of housing also supports a more affordable cost of living. Focusing greater residential densities within 1km of the Town Centre and the Train Station will enable more people to live closer to where they work, and provide them with convenient access to local services including shops and parks, as well as public transport. Refer Figure 3 below.

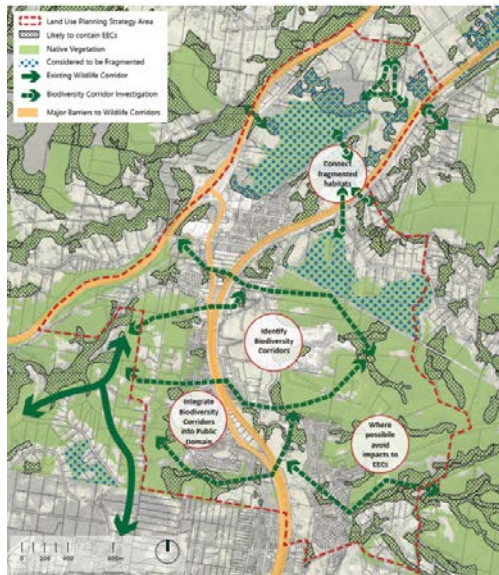


**Figure 3 Area Wide Housing Strategy Map**

### Environmental Considerations

Ourimbah has a biologically and ecologically diverse natural environment, reflected in its iconic bushland setting. Protecting native vegetation and sustaining healthy wildlife

populations will continue to be a general objective for planning. The State-level approach to protecting biodiversity is to avoid adverse impacts wherever possible, and to offset unavoidable impacts. Refer Figure 4 indicative map below.



**Figure 4 Area Wide Biodiversity Strategy Map**

Development that has the potential to impact on threatened species, populations or ecological communities will be subject to enhanced planning considerations in line with current statutory requirements (including State legislation and policy).

More broadly, the area's remnant vegetation forms part of a regional-level biodiversity corridor network, linking coastal hills with valleys and foreshores. These biodiversity corridors perform several functions, including supporting ecological processes and wildlife movement, providing scenic qualities and offering opportunities for recreation.

Future planning initiatives to identify local-level biodiversity corridors, and sensitively managing development within these to conserve or enhance habitat connectivity, will be important to sustaining a healthy natural environment.

### **Risk Management**

Planning for hazards, including flooding, bushfire, storms and landslip will continue to be an important priority in Ourimbah, to keep the community safe from harm and protect the area's important built and natural assets. Understanding where hazards are likely to occur will assist all stakeholders with decision-making.

The progression of the Ourimbah Land Use Strategy and Masterplan will consider and mitigate any corporate risks through ensuring:

- Appropriate consultation is undertaken with relevant public authorities
- The community consultation process is open and transparent

- All legislative procedures have been followed

#### **Timeframe**

An indicative timeframe for completion follows:

- Report to Council - November 2018
- Re-exhibit Land Use Strategy and Masterplan - November / December 2018
- Review public submissions - January 2019
- Finalise and adopt Draft Final Land Use Strategy and Masterplan – February / March 2018

#### **Conclusion**

The Ourimbah Land Use Strategy and Masterplan will provide the long term vision and principles to make it a place to live and work and accommodate growth while protecting the area's unique character and sensitive setting.

#### **Link to Community Strategic Plan**

Theme 1: Belonging

Goal B: Creativity connection and local identity

B4: Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors.

#### **Attachments**

- 1** Draft Final Ourimbah Land Use Strategy and Masterplan



CITY  
PLAN  
SERVICES

envisage

Atlas  
Urban

## OURIMBAH

Land Use Planning Strategy  
and Town Centre Masterplan

2018

**Ourimbah Land Use Planning Strategy and Town Centre Masterplan****CERTIFICATION**

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of Wyong Shire Council. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.  
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1.0 Preliminary draft	18.09.2015	CPSD – Regional Director	Council project officer for discussion
2.0 A3 layout	23.11.2015	CPSD – Regional Director	Council project officer for discussion
2.1 Updated A3 layout	16.12.2015	-	Council project officer for review by Council staff
3.0 Preliminary exhibition draft - restructure	24.02.2016	-	Council project officer for discussion
3.1 Updated exhibition draft	23.03.2016	CPSD – Associate Director	Council project officer for review by senior Council staff
3.2 Exhibition draft	31.03.2016	CPSD – Director	Project team for final component
3.2a Exhibition document	14.04.2016	CPSD - Director	Council project officer for exhibition
4.0 Draft Final Report	14.02.2017	CSPD-Director	Council project officer for discussion
5.0 Final Report	23.01.2018	CSPD-Director	Council project officer

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**1.0 At a Glance**

## 1.1 AT A GLANCE

This report collectively represents the Ourimbah Land Use Planning Strategy (the Strategy) and Town Centre Masterplan (the Masterplan). It reflects the culmination of work undertaken in consultation with key stakeholders, including the local community, between 2014 and 2017. It has been prepared to assist with managing the long-term growth and change expected within the Strategy area in a manner that strengthens the broader economic future, provides people with greater housing choice, and enhances the local area's identity as a place that is safe, attractive, busy, and well-connected. The Strategy and Masterplan provided directions to guide long-term planning for Ourimbah, to support the following visions:

### FOR THE WHOLE OF THE STRATEGY AREA:

*Ourimbah is a place firmly planted in its rich history and natural environment and offers a welcoming experience for residents, students, visitors and commuters to meet, rest and interact. The Town Centre, Train Station, University Campus and Bill Sohler Park are focal points of activity. These areas provide opportunities for the community to connect to each other and to wider local and regional networks. The University, Train Station and Motorway accessibility are regionally significant assets creating opportunities for future growth that will set Ourimbah apart from other locations across the Central Coast.*

### FOR THE TOWN CENTRE:

*Ourimbah's Town Centre has an urban village feel, and serves as the heart of community life. Its distinct "timber town" character is preserved in heritage buildings and historic facades, and reflected in the design of new buildings. It has developed a new Main Street that offers convenient opportunities for people to socialise, shop and meet their day-to-day needs. Walking through the Town Centre is part of people's regular routine, whether they be pushing a stroller, walking the dog, or catching the train. The convergence of local commercial, community, and residential uses, combined with a pleasant street environment, invites people to visit, and encourages them to stay longer. It is a local place of recreation, history, convenience, and community.*

Section 2 **Setting the Scene** provides a high-level summary of the steps taken, and information used to prepare the Strategy and Masterplan, including their alignment to State, Regional and Local Government Area planning considerations. This provides the broadest context for the thematic or area-specific directions presented throughout the remainder of the report.

Section 3 **Area-wide Framework and Strategies** sets the directive framework for the whole of the Strategy area. It describes the long-term vision, themes and principles that have been formulated to guide overall planning for the area. These are supported by seven area-wide strategies to specifically address planning for: movement & connectivity; housing; economic development and employment; character and heritage; biodiversity; hazards; and community infrastructure and public domain. This framework forms the basis for area-specific considerations presented later in the report.

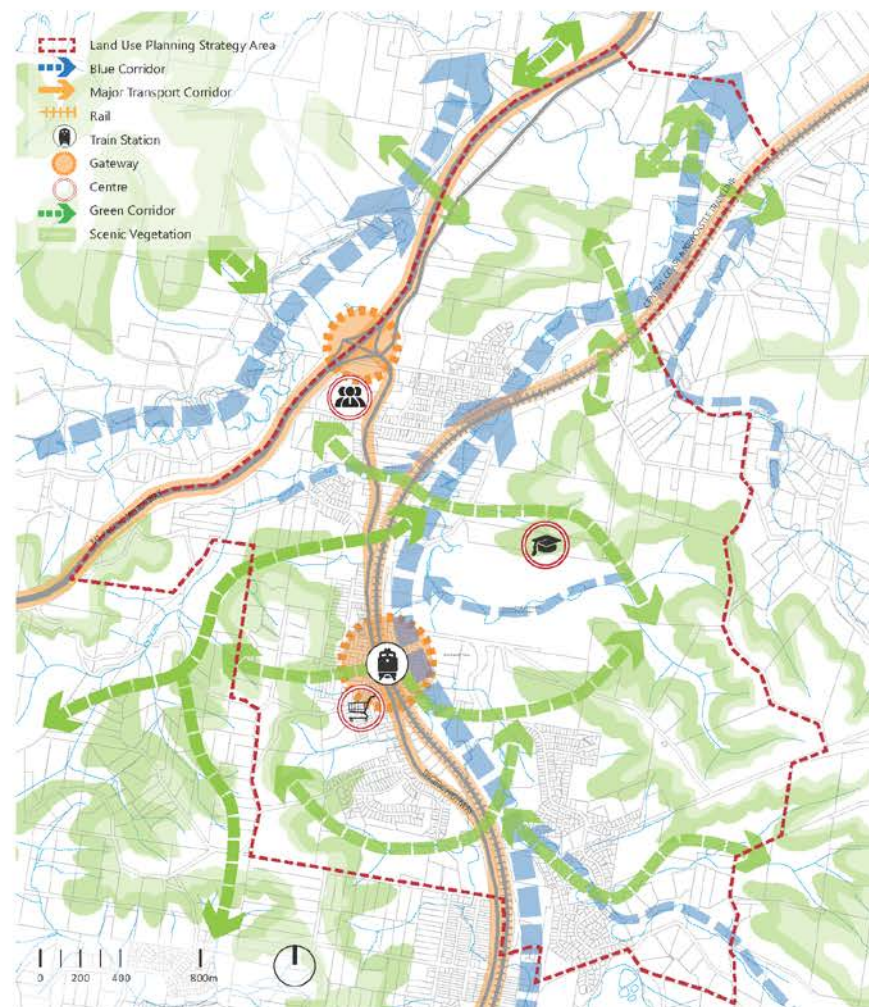


Fig 1.1: Area-wide Framework Map

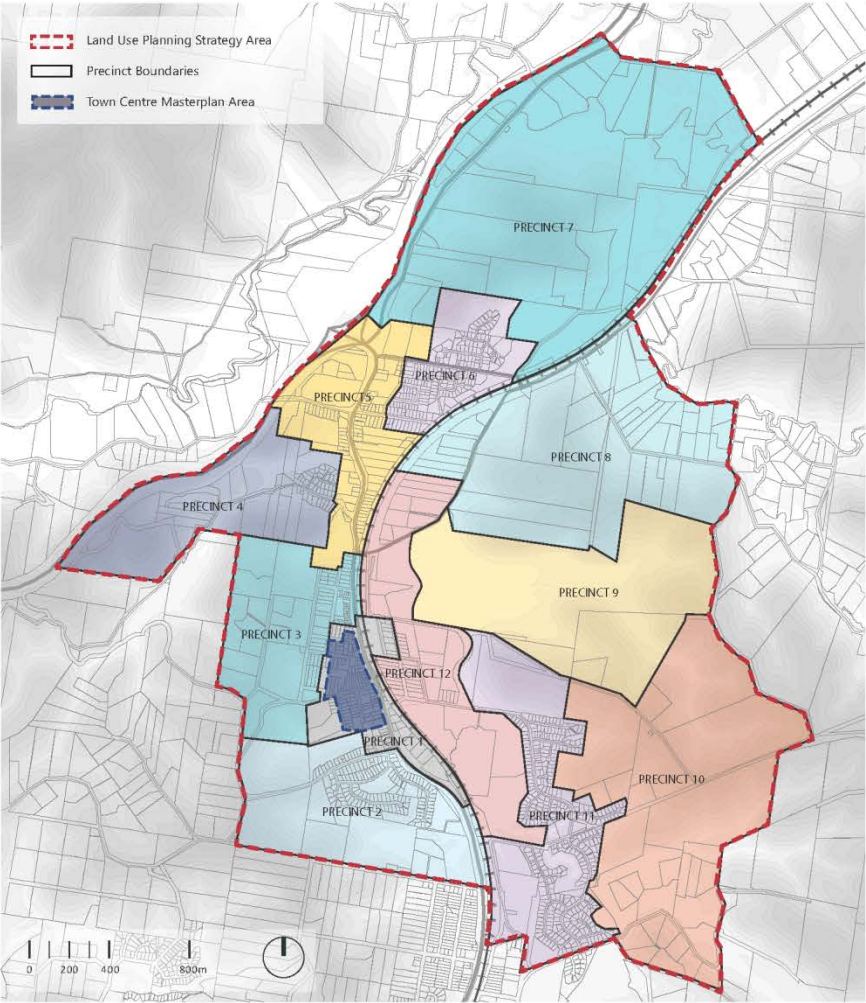


Fig 1.2: Precincts Map

**Section 4 Precinct Plans** recognises that growth and change will occur differently across the Strategy area, and provides specific considerations for twelve separate precincts (including the Town Centre). Each precinct's plan describes the general objectives and desired future outcomes, based on an analysis of current information. These have been formulated to collectively support the long-term vision and strategies applying to the whole of the area.

**Section 5 Town Centre Masterplan** expands on the Plan for Precinct 1 to provide a long-term vision and more detailed planning considerations for Ourimbah's Town Centre. This recognises the importance of the Town Centre in supporting growth and change across the whole of the Strategy area, responding to the opportunities and challenges identified through extensive research and consultation. The Masterplan presented forms a basis for coordinating public and private-sector initiatives with respect to land use and development in the coming decades.

**Section 6 Implementing Change** describes the actions that may be undertaken by Council, or others, to support the directions set out in the overall Strategy and Town Centre Masterplan. This includes strategic planning research or initiatives (e.g. developing guidelines), updating planning rules, including Council's LEP and DCP, coordinating the delivery of infrastructure to support the growth and change anticipated. This section also describes how the Strategy and Masterplan will be monitored and reviewed in coming years to ensure they remain relevant to the community's needs.

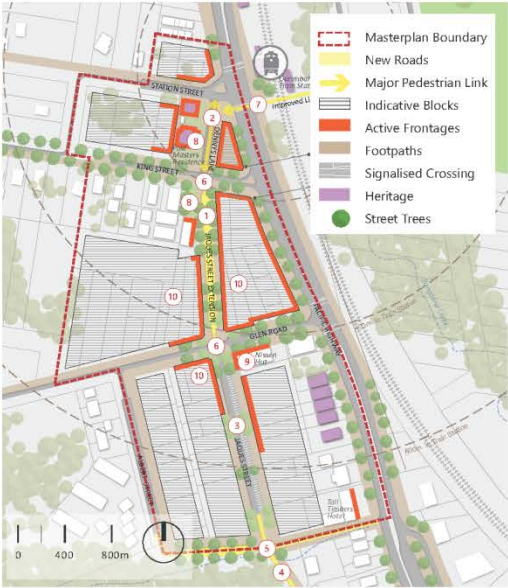
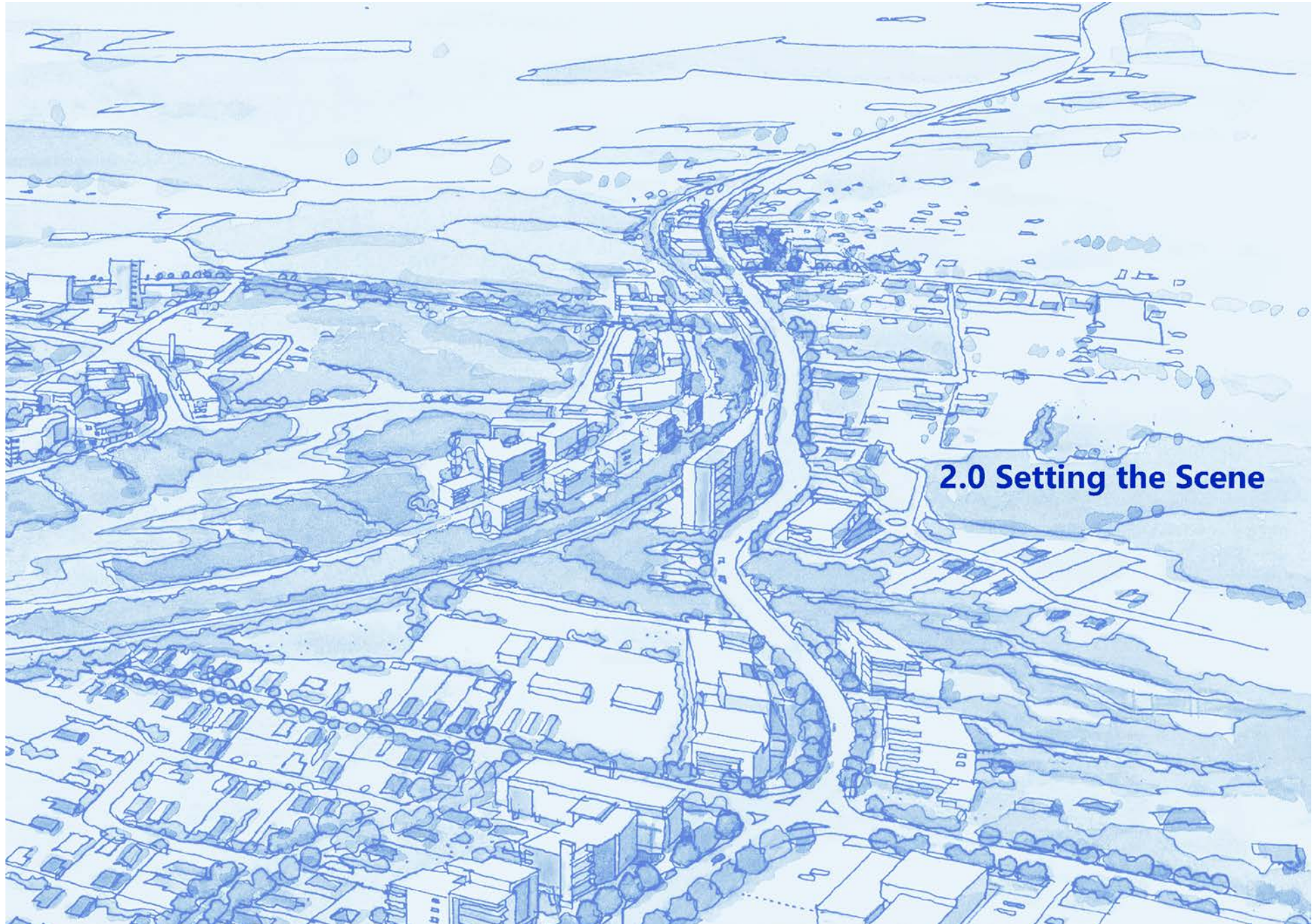


Fig 1.3: Indicative Masterplan Layout





## 2.0 Setting the Scene

# 2.1 INTRODUCTION

## ROLE OF THE LAND USE PLANNING STRATEGY

The role of this Land Use Planning Strategy for Ourimbah is to identify the long-term vision and principles that will guide land use and development planning in the area. It has been prepared in response to the anticipated levels of growth and change that are expected to occur across the Central Coast in the coming decades. It is intended to enable the Central Coast to grow in a sustainable way, by allowing for future growth to occur within Ourimbah in a manner that does not compromise the attributes that make the area such a unique and desirable place.

The Land Use Planning Strategy forms the basis for future local planning and plan-making. This may lead to the formulation of new planning rules, such as amendments to Council's Local Environmental Plan (LEP), or the preparation of Development Control Plans (DCP), Public Domain Plans, or local contributions plans (e.g. plans made under s94 or 94A of the Environmental Planning & Assessment Act or under s64 of the Local Government Act).



Fig 2.1: Ourimbah State Context

## ROLE OF THE TOWN CENTRE MASTERPLAN

The Town Centre Masterplan (including the Public Domain Strategy) supports the broader Land Use Planning Strategy by providing more detailed recommendations for growth and change within the defined Town Centre precinct. It recognises the importance of the Town Centre as a focus for the broader area's communities and economy, and responds to the influence of recent Pacific Highway upgrades.

The role of the Town Centre Masterplan and Public Domain Strategy is to establish a preferred long-term urban structure and form to guide development as it occurs within the precinct. It recognises that change will occur incrementally, and is intended to offer a level of flexibility to respond to new opportunities without compromising the ability to deliver desired outcomes over the long-term.

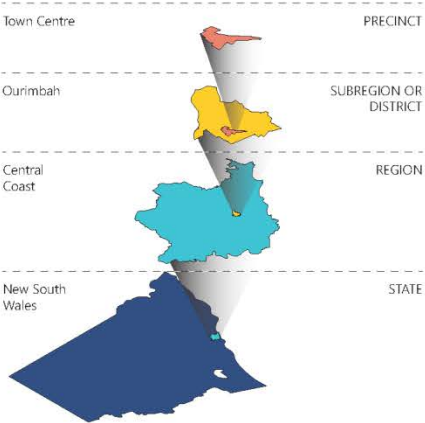


Fig 2.2: Planning Context

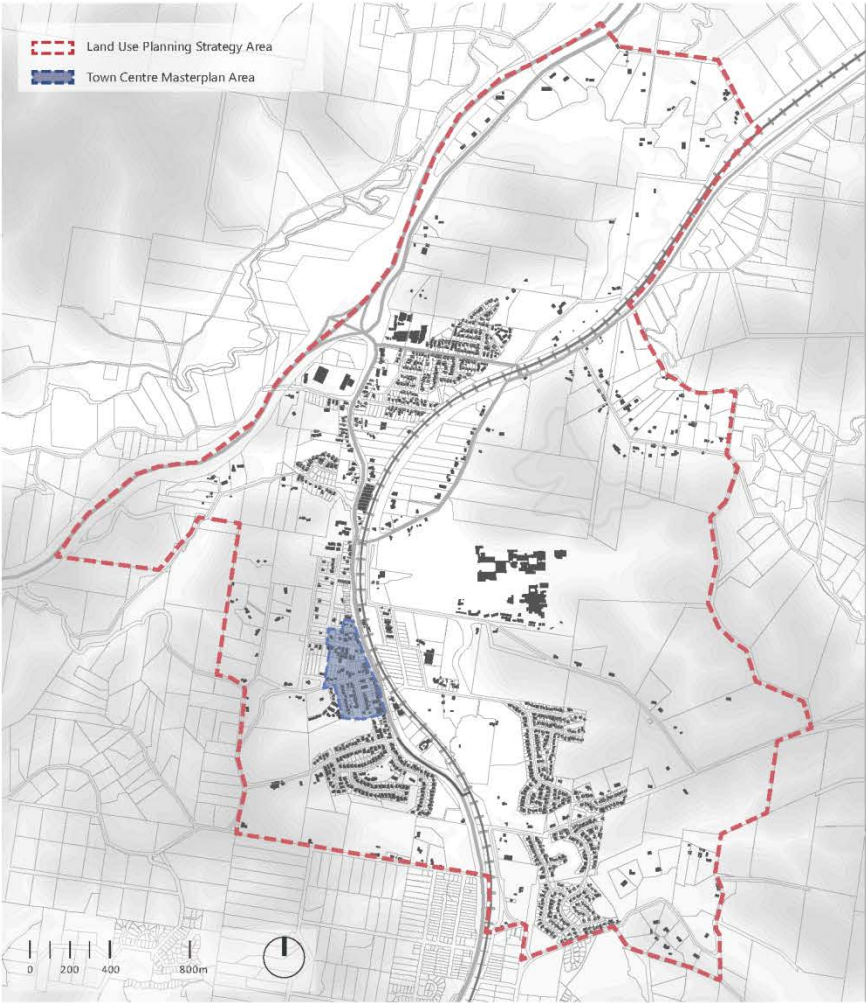


Fig 2.3: Land Use Strategy Study and Masterplan Area Boundaries

## AREAS – THE STRATEGY AND ITS PRECINCTS

The area to which the Land Use Strategy applies is shown in Figure 2.3. This predominantly encompasses lands that are located within the suburb of Ourimbah and to the east of the Pacific Motorway. In some instances, the Strategy area boundary includes properties in adjoining suburbs that share a common street frontage (such as along Peach Orchard Road).

The Land Use Strategy defines a series of Precincts that form the basis for Precinct-level plans, set out in Section 4. These describe the long-term desired outcomes and objectives for each area. These Precinct-level plans are intended to guide future planning and development in a manner that supports the delivery of the Land Use Strategy's long-term vision, in line with its guiding principles.

The area to which the Town Centre Masterplan applies relates to Precinct 1, as defined by the Land Use Strategy. It reflects the current, and preferred future, 'heart' of the broader area, including the commercial centre and train station, which are expected to accommodate increasing levels of activity.

Council does not intend to prepare similar masterplans for each Precinct defined in the Land Use Strategy. However, as described above, the Precinct-level plans identified will form the basis for subsequent planning and plan-making.

## CONSULTATION

The Land Use Planning Strategy and Town Centre Masterplan were prepared in consultation with a number of key stakeholders, including the local community. The process taken to prepare the Land Use Strategy and Town Centre Masterplan, including key consultation milestones and issues of interest identified along the way, is illustrated in the infographic to the right.

The scope of this project was informed by early consultation with the community, including through online forums and an open-invitation public meeting, attended by around 80 people. A Stakeholder Liaison Group was established, with members representing State Government agencies, and locally-based institutions, business and residents. This group met three times early in the strategy formulation process to identify the main issues of interest and consider how the strategy could address these issues.

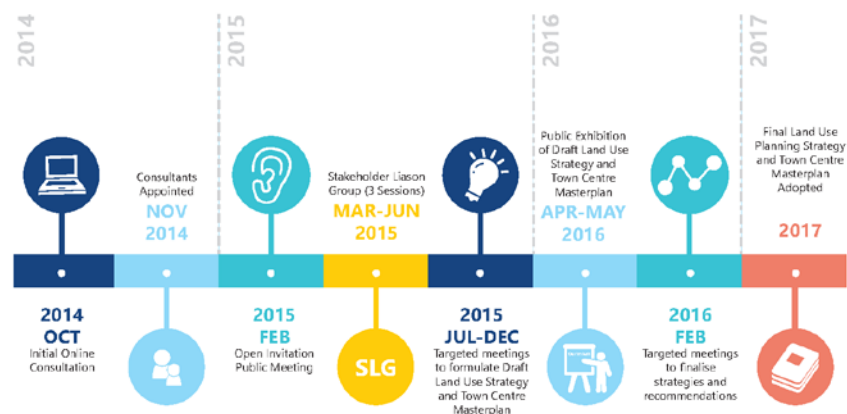
A draft Land Use Strategy and Town Centre Masterplan for Ourimbah was publicly exhibited during April and May 2016. Feedback from stakeholders and the general public was provided during an open invitation meeting.

The main issues of interest identified through consultation initiatives throughout the process form the basis for the Land Use Planning Strategy's vision and guiding principles. These are described in Section 3. The specific challenges and opportunities that were raised by stakeholders, including the local community, have helped to shape the more detailed recommendations presented in this Report to support growth and change across the area, and particularly the Town Centre.

## STAKEHOLDER LIASON GROUP (SLG) | TOP FIVE ISSUES OF INTEREST



## PROJECT TIMELINE



## WRITTEN SUBMISSIONS | TOP FIVE ISSUES OF INTEREST



## 2.2 EXISTING PLANNING FRAMEWORK

State and Local Governments are responsible for preparing strategies to facilitate growth and change within their jurisdictions. These strategies relate to a long-term vision, and assist in clarifying specific objectives that are relevant to a particular area or community. Strategic planning documents aim to deliver a range of outcomes relevant to, for example, community and economic development, environmental protection or specific assets.

Strategic plans prepared by State and Local Governments are used as a basis for preparing planning rules, implemented through the application of Local Environmental Plans (LEPs), Development Control Plans (DCPs) and Local Contributions Plans (e.g. s94 Plans). The intent is for these planning rules to support the delivery of long-term priorities by informing decisions made by a range of stakeholders, which incrementally influence how land is used and developed over time.

The planning rules, including the land use zones, that current apply within Ourimbah reflect a vision for the area that was established over 10 years ago. One of the aims of this project was to consider whether the planning rules that currently apply to Ourimbah reflect the contemporary vision and strategic planning policy for the area.

Contemporary strategic planning policy for Ourimbah is set out in a range of State and Local Government level documents. These currently include, but are not limited to:

- Central Coast Regional Plan 2036 (NSW Government, 2016);
- Wyong Shire Settlement Strategy (Council, 2013); and
- Wyong Shire Retail Centres Strategy (Council, 2013).

The NSW Government is in the process of elevating the role of strategic planning across the State. This aims to align strategic planning objectives at State and Local levels. The Central Coast Regional Plan 2036, released in 2016, updates the State Government's priorities for land use and development for the region in which Ourimbah is situated.

Central Coast Council was formed in 2016 through the amalgamation of the former Wyong and Gosford Local Government areas. As part of its ongoing strategic planning program, Central Coast Council will undertake a range of initiatives to review and update its strategic planning policies and planning rules to reflect Regional goals and directions through local level plan-making. Preparing this Land Use Planning Strategy for Ourimbah is an important first step towards aligning State and Regional priorities for the area.

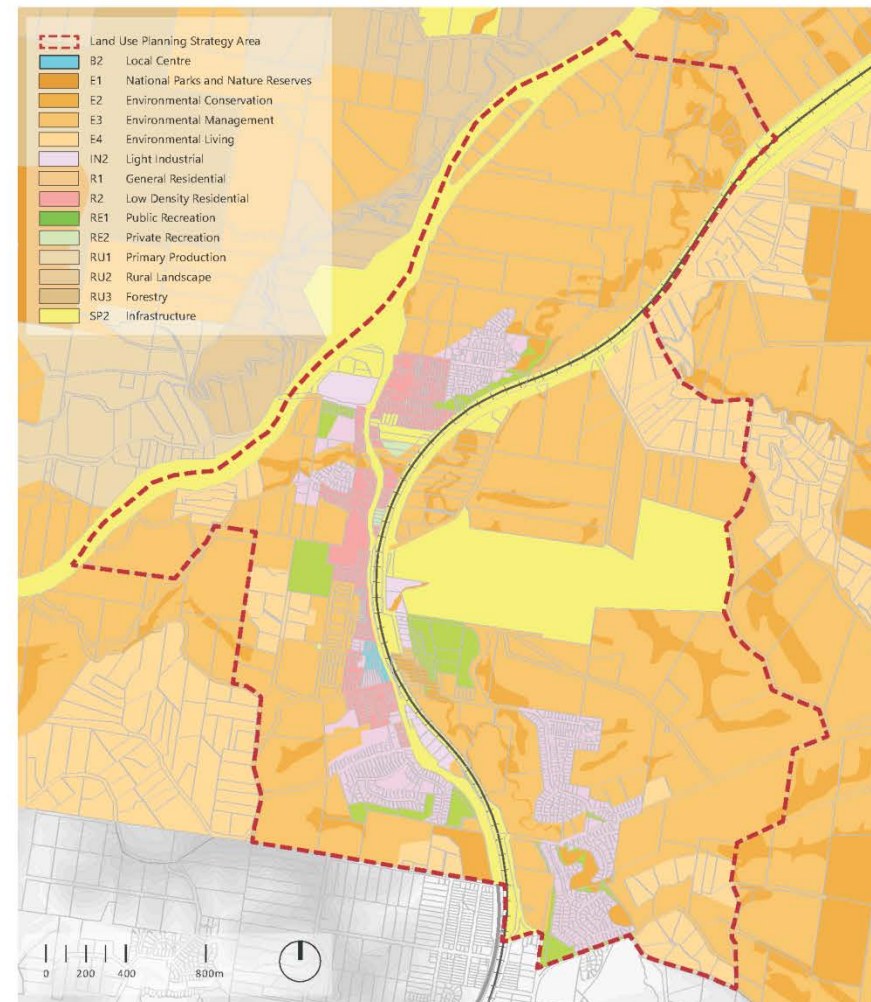


Fig 2.4: Current Zoning

The Land Use Planning Strategy for Ourimbah reflects the contemporary strategic planning policy framework, which may form the basis for future changes to Council's planning rules for the area.

- Protecting and reinforcing Ourimbah's iconic bushland setting will continue to be an important consideration for planning. This recognises the role the area's natural environment plays in supporting regional-level biodiversity corridors, as well as local considerations in relation to environmental hazards such as bushfire and flooding. These factors will continue to limit where, and how, new urban development occurs.
- The University Campus is recognised as an economic asset for the region. This will continue to generate a high level of employment and other traffic into the area each day. This asset can support local businesses and services to grow. The Strategy identifies opportunities for improved physical links, including walking and cycling routes between the University Campus and Town Centre, as well as facilitating more opportunities for staff and students to live in the local area, to improve the area's level of self-containment.
- The area is not currently identified as a regional economic gateway, but has longer-term potential for economic development in line with the Australian Government's ongoing investigations for a high-speed railway network. A site west of Ourimbah's Motorway Interchange is currently the preferred location for the only stop proposed to occur within the Central Coast.
- Ourimbah is on the fringe of the Central Coast's Southern Growth Corridor (Figure 2.5), and will likely experience greater pressures for residential growth over time. Compared with other nearby population centres, including Gosford, Tuggerah, and Wamervale, it is expected to have more limited opportunities for residential and commercial growth, remaining a locally significant centre. Most of this growth is encouraged to occur through the take-up or re-development of lands that are already zoned for development.
- Ourimbah's Town Centre will continue providing convenient shopping and services for the surrounding community, and to capitalise on its location along the Pacific Highway and close to the Train Station and University Campus to attract passing trade. The Town Centre Masterplan sets out a series of recommendations to improve the Town Centre's urban structure and public domain, enabling it to continue accommodating local shops and services, and to attract a small supermarket.
- The greatest level of residential growth will be encouraged in locations with easy access to Ourimbah's Town Centre and Train Station. This includes through re-development in the Town Centre to provide more housing alongside a mix of other uses, and the re-development existing residential lots in surrounding neighbourhoods to provide medium-density housing development. A high-level analysis has identified several investigation areas that may provide opportunities to develop land at the urban fringe (subject to detailed planning assessments). This includes the investigation area at Baileys Road, which was first identified in Council's 2013 Settlement Strategy, but has not yet been re-zoned.

#### ALIGNING LOCAL AND REGIONAL PLANNING IN OURIMBAH

Ourimbah's future growth and change can support several Central Coast Regional Plan 2036 directions;

##### Goal 1: A prosperous Central Coast with more jobs close to home.

Direction 3: Support priority economic sectors.

3.4 Leverage the existing University of Newcastle and the Central Coast Campus at Ourimbah to drive innovation and specialisation in the region.

3.7 Create a centre of innovation through plans that build on the specialisation in food manufacturing.

##### Goal 2: Protect the natural environment and manage the use of agricultural and resource lands.

Direction 12: Protect and manage environmental values.

12.2 Identify and strengthen biodiversity corridors as places for priority biodiversity offsets - Ourimbah is part of proposed Biodiversity Corridor 3, linking coastal hills with valleys and foreshores.

##### Goal 3: Well-connected communities and attractive lifestyles.

Direction 18: Create places that are inclusive, well-designed and offer attractive lifestyles.

18.1 Facilitate Council-led revitalisation of centres to integrate land use and transport planning, improve the quality of the public domain and encourage ecologically sustainable development.

18.2 Undertake planning and place-making for main streets and centres.

18.3 Enhance the amenity and attractiveness of existing places.

##### Goal 4: A variety of housing choice to suit needs and lifestyles.

Direction 20: Grow housing choice in and around centres.

20.2 Promote renewal opportunities in other local centres that have good accessibility and can support small-scale renewal.

20.3 Implement policies, plans and investment options that will support greater housing diversity in centres.

# 2.2 EXISTING PLANNING FRAMEWORK (CONTINUED)

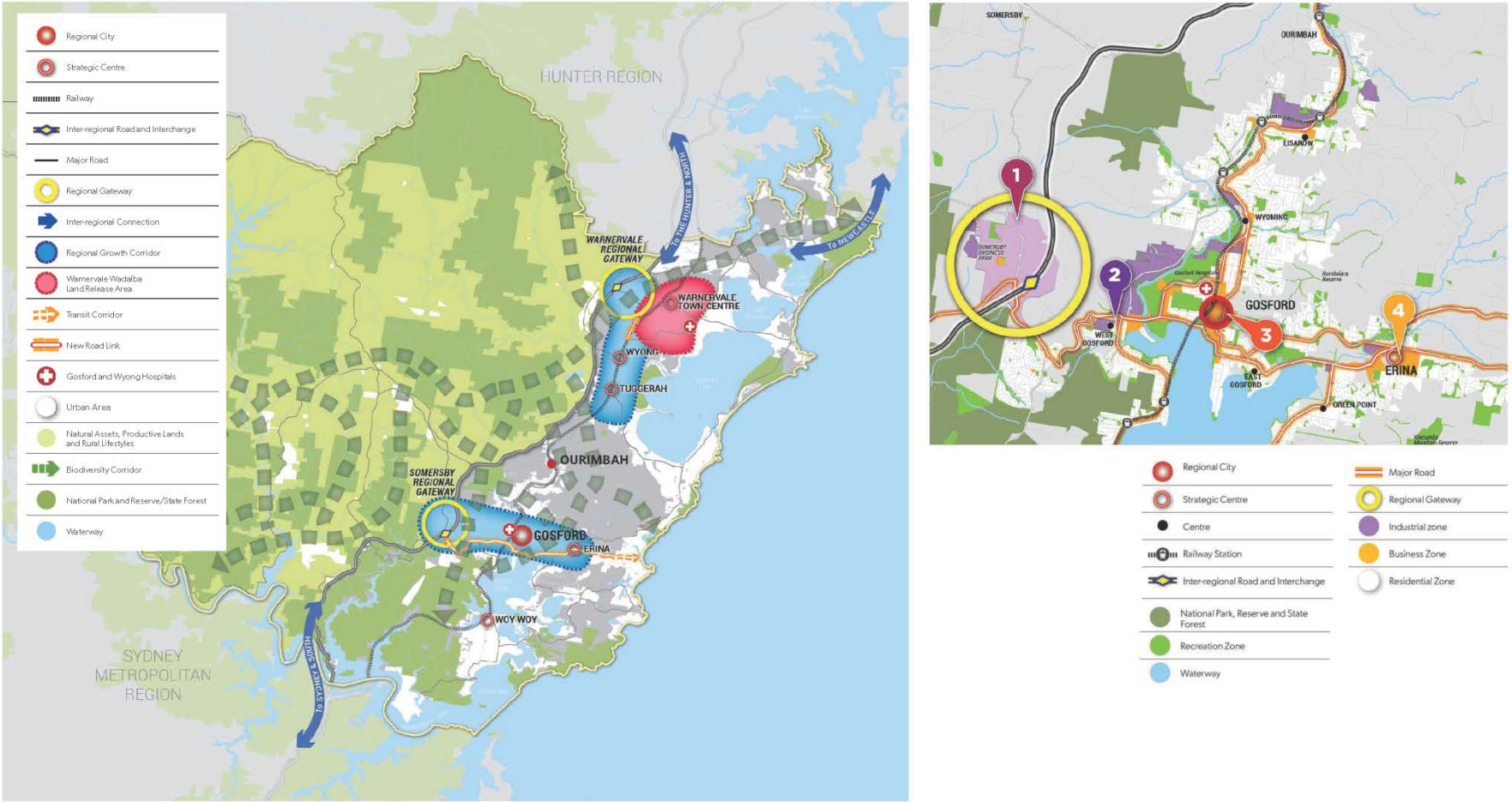


Fig 2.5: Excerpts from Central Coast Regional Plan ( Figures 3 and 5)



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## 2.3 POPULATION GROWTH AND CHANGE

In recent years, the Central Coast region has experienced some of the highest levels of population growth in Australia. This is expected to continue in the coming decades, with more people moving into the region from Sydney and further afield.

The NSW Government and Council are working together to facilitate growth across the Central Coast region, recognising that some places have the capacity to grow faster than others. While Ourimbah is not currently expected to grow as quickly as Gosford or Warrervale, for example, it will be an important area for accommodating local population growth and responding to the changing needs of its population in future.

Ourimbah last catered for high levels of growth in the early 1990s. Between 1991-1996, around 450 new dwellings were built in the area, representing growth rates of around 50%. Since that time, residential and population growth has stagnated, with only around 1% growth, or 20 new dwellings, built between 2006-2011. This suggests that lands currently zoned for residential development have limited capacity to feasibly supply new homes to the market, which is influenced by a range of factors such as planning rules, market demand, and cost of construction.

Ourimbah's population grew by 8%, from around 4,150 to around 4,450, in the 10 years from 2011-2011. With the services offered within the University campus, Train Station and local centre, the area caters for a service population that is far greater. Changes in lifestyle trends across Australia may lead to more people wanting to live in Ourimbah in the coming decades.

A number of national, regional and local trends provide relevant insights to inform planning for future housing in Ourimbah. These trends highlight the rapidly changing nature of housing demands in Australia in general, as well as some of the unique characteristics of Ourimbah, compared with the rest of the Central Coast. They indicate that demands for new housing in Ourimbah may grow or change faster than current forecasts suggest, and set the scene for this Strategy to accelerate planning to identify appropriate locations for housing within the area.

- The Central Coast, generally, is a popular location for people seeking more affordable types of housing than Sydney has to offer. People choosing to move to the Central Coast from Sydney are predominantly looking for houses that suit younger family and ageing (pre-retirement and retired) households.
- Although Ourimbah's resident population is aging, the proportion of residents over the age of 60 has remained significantly lower in Ourimbah than in the rest of the Central Coast. This suggests people tend to move out of the area as they approach retirement. Providing more opportunities for seniors housing and aged care facilities in the area would enable existing residents to age closer to home.
- Household sizes in Ourimbah have declined in recent years, but are still higher than average, compared with the rest of the Central Coast. While around half of all households in the area include children, there is an increasing proportion of lone person households. Recent trends reflect this change in household structures, with the market delivering more dwellings offering either 2 bedrooms or 4+ bedrooms.
- There has been an increasing proportion of single-income households, including single-parent families and lone person households in Ourimbah. This reflects a national trend, and will continue to be an important consideration in relation to housing affordability. Recent trends indicate medium-density housing represents an increasing proportion of new housing built in the area. This preference for smaller and more affordable types of housing in the area is likely to continue.
- Although Australia is still a very car-dependent nation, more people are expected to choose to live within walking distance of good public transport links. This is motivated by the increasing cost of transport, both through rising oil prices and through road congestion. Governments at all levels are investing in initiatives to make public

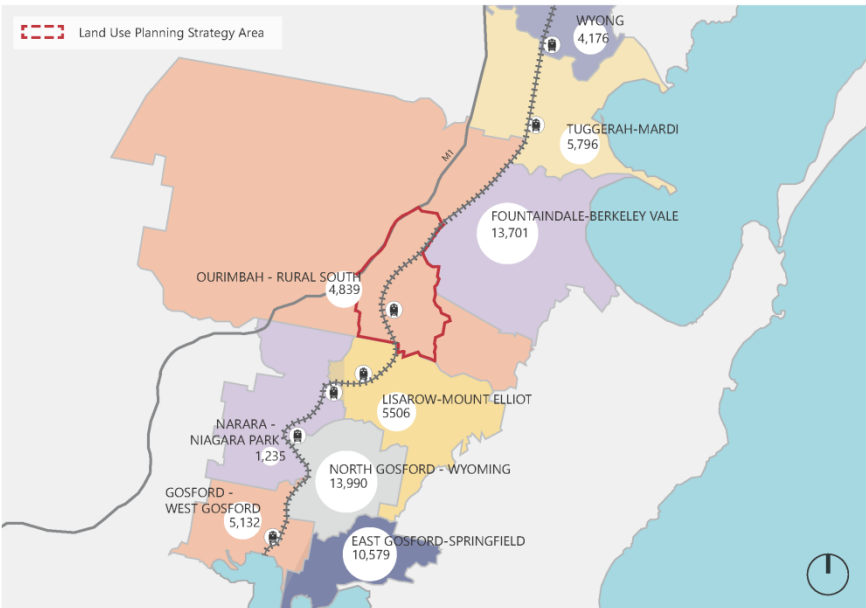


Fig 2.6 Population Distribution



[Disclaimer] Demographic information presented in this report has been sourced from the publicly available Wyong Shire Council's profile.id community profile and forecast.id population forecasts for the Ourimbah-Rural South and Central Coast geographies. Information was correct at October 2016.

transport, particularly rail, a more attractive choice at the regional level. These initiatives, including the potential for a national high speed rail network, have the potential to influence demand for more housing in Ourimbah in future.

- The number of Ourimbah residents of who drive to work has steadily increased, while public transport use declining significantly over the last 20 years. This implies that residents either find it difficult to use public transport due to poor pedestrian access or that the connectivity of these services aren't currently attractive, or practical, options.
- Australia is transitioning toward a more service-based and virtually connected economy. This is expected to see more people working in health, education, research and advanced manufacturing. These types of jobs are already on offer in Ourimbah, particularly within the University. They are also relevant industries for Ourimbah's resident population. Making more housing available in the area would allow more people to live closer to where they work or study, and experience the high quality lifestyle the area affords.
- When compared to the rest of the Australia, the Central Coast region is relatively disadvantaged according. Conversely, Ourimbah is less disadvantaged than 63% of all Australian suburbs. The number of individuals employed as labourers, machinery operators, drivers, etc. has dropped since 2006 while the number of professionals, technicians and tradespeople in the area has increased significantly.
- In the coming decades, more people are also expected to work and access tertiary education from home, and construction has already commenced in Ourimbah to connect the area to the National Broadband Network. Understanding the influence of this relatively new global trend on where people choose to live relative to where they work or study will be an important challenge for planning across Australia.

NOTE: 'Medium density' includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses.

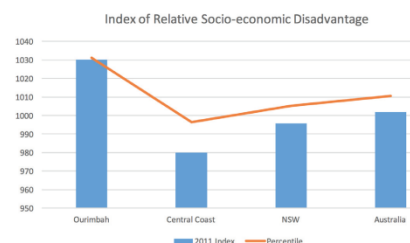
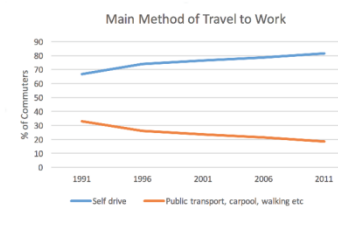
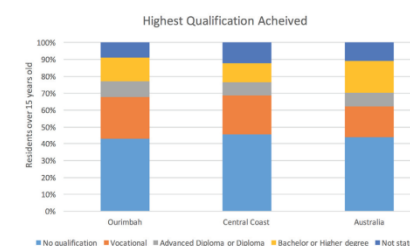
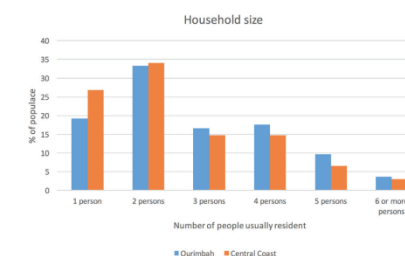
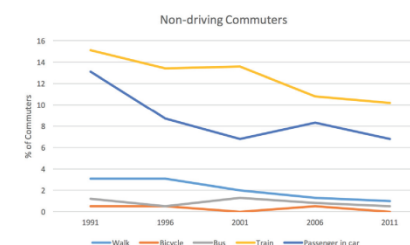
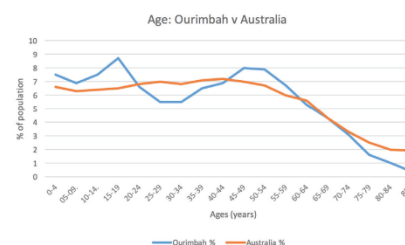
In 2016, Ourimbah's resident population was estimated to be around 4,600. This is currently forecasted to grow by around 11% to 5,100 people by 2036, based on past trends and existing planning controls. Accelerating planning to identify where new housing should occur and how urban areas should be designed, will support this change to occur in a positive way.

It is reasonable to anticipate faster-than-forecasted population growth rates in Ourimbah may occur, recognising the major lifestyle attractors that the area offers, such as easy access to public transport, the University campus, hilltop views, and an abundance of open space.

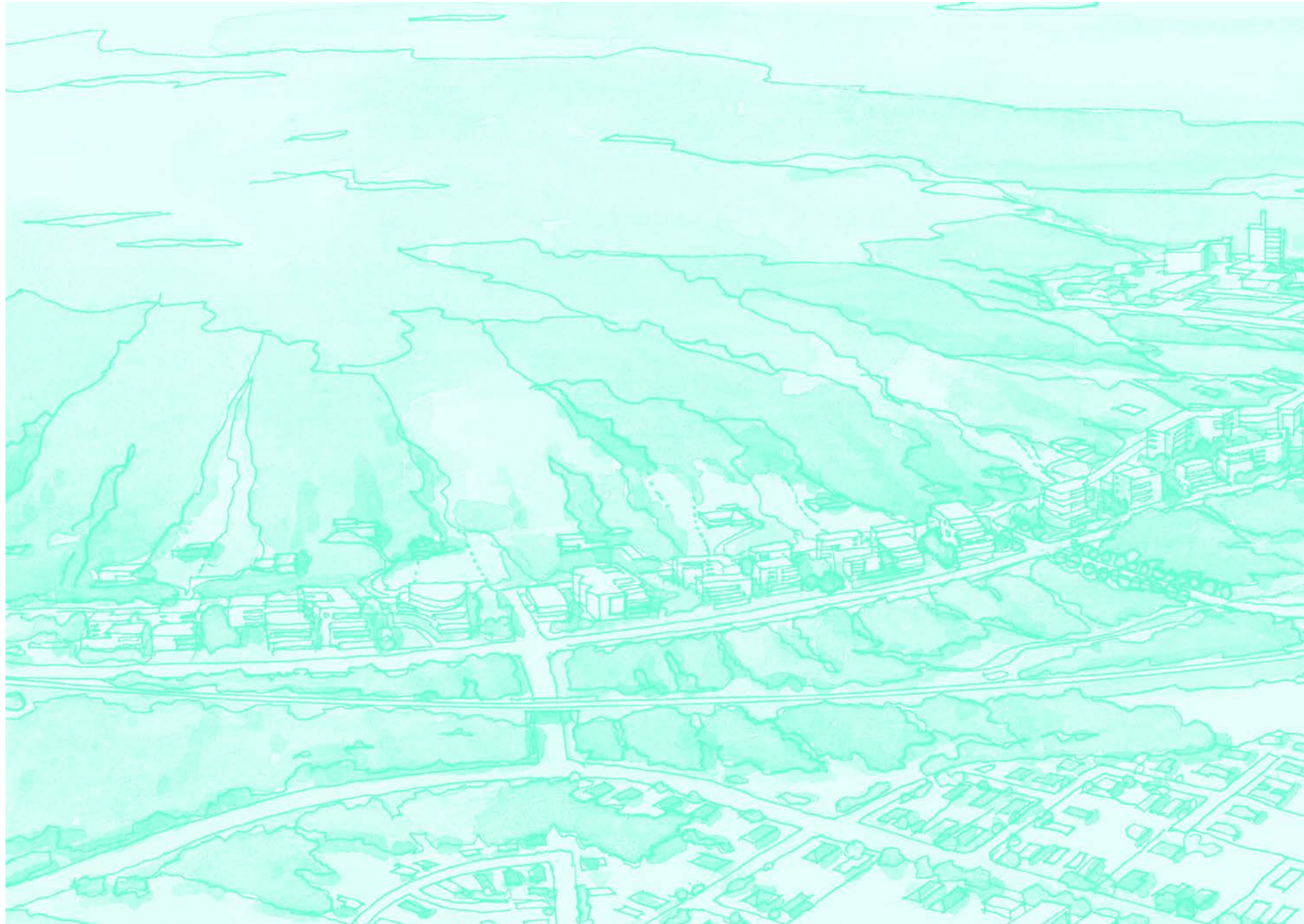
The level of housing growth in Ourimbah is limited, in part, due to the lack of land that is available for residential development, either through the re-development of existing sites (infill) or through the development of greenfield sites, under current planning controls. Housing growth rates are also influenced by broader market considerations.

The area's natural environment will continue to influence the location and design of new housing. This includes avoiding new development in areas where risks associated with flooding, bushfire or landslip cannot be appropriately managed. It also includes minimising the unavoidable impacts to biodiversity, heritage and landscape amenity wherever possible.

The most effective way to balance considerations for residential yields and environmental outcomes is to plan for a diverse range of house types in a more compact settlement form. This will involve encouraging more medium and higher density forms of housing in new and existing urban areas through coordinated designed initiatives that respond to the area's surrounding context.



NOTE: Socio-Economic Indexes for Areas: Index of Relative Socio-Economic Disadvantage (SEIFA-IRSD), is calculated by combining and proportionally weighting attributes that are usually associated with disadvantage, such as low education, low income, unemployment, disability etc. so that a low score or percentile is indicative of comparative disadvantage within the given area.





### 3.0 Area-wide Framework and Strategies

3.1 ABOUT THIS SECTION

This section sets out the Area-Wide Framework and Strategies to deliver the long-term vision for Ourimbah. This long-term vision was developed in consultation with the local community, and is supported by four Themes, which describe the outcomes-based elements that are both appropriate and unique to Ourimbah.

Six keystone principles emerged from these themes. These are intended to guide future growth and change in Ourimbah. These have been used to identify the Area-Wide Strategies will continue to form the underlying rational basis for planning and decision-making in future. They recognise the connection between land use planning and other – such as economic or community development or environmental – policy initiatives.

The Area-Wide Framework and Strategies apply to the whole of the study area, and highlight priority considerations for planning and development within this part of the Central Coast. They give context and effect to regional planning directions, and respond to the main topics of interest raised by the local community.

More detailed place-specific guidance is provided in subsequent sections of this Report for the twelve precinct identified within the area, including the Town Centre (Precinct 1).

3.2 LONG-TERM VISION



### 3.3 VISION THEMES

#### Welcoming

Ourimbah offers a welcoming experience for residents, students, visitors and commuters as well as travelers needing a rest and a place to stretch their legs. Welcoming is about experience – providing comfort and convenience to all through a variety of land uses and activities in safe, attractive and legible urban and natural spaces.

Strategies to support this theme relate to public domain design and new buildings that face towards the streets. The strategies combined with a growing residential community, as well as recreational and commercial activity in Ourimbah, will encourage a thriving centre in a setting where people are comfortable to stay and to interact.

The Town Centre, Train Station, University Campus and Bill Sohler Park will continue to be the main focal points of activity. These areas provide opportunities for the community to connect to each other and to wider local and regional networks. The University, Train Station and Motorway accessibility are regionally significant assets that will continue to create opportunities for future growth, setting Ourimbah apart from other locations across the Central Coast.

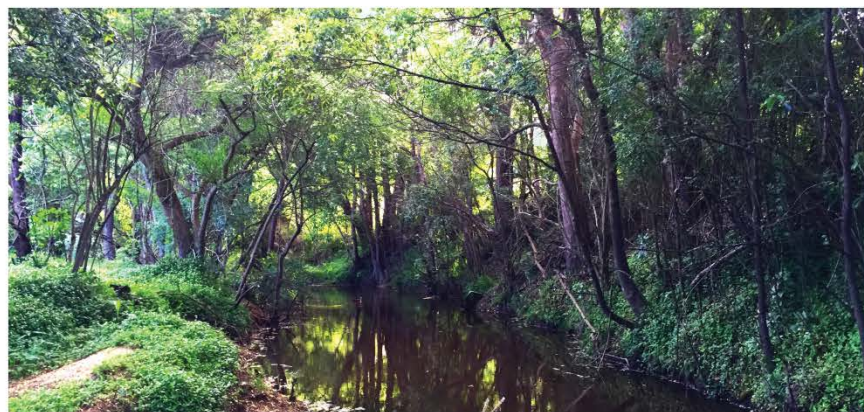


Fig 3.1: Bangalow Creek

#### Growing

Ourimbah's strategic location, connectivity and regional assets make it an attractive place in which to invest. It offers a quality setting for people to grow their business, develop new knowledge and skills, raise a family and grow older.

Growing is about the intensity of uses and activities as much as the physical expansion of development. Greater levels of change will see the Motorway interchange, Town Centre, Train Station and University Campus become busier places over time. The broader area will facilitate the long-term delivery of new housing that is easily accessible to jobs and the services people use most.

Effective partnerships between Council, education providers and industry will strengthen Ourimbah's role as a regional destination for education, training, research and creative ventures. The investment this generates will benefit residents, businesses, students and visitors.

#### Natural

Ourimbah's bushland setting is highly respected by its community. Its imposing natural features provide a welcome relief from the visual extent of converging road and rail infrastructure. The area's history and its future are strongly connected to its natural environment.

Natural is about respecting and reflecting the area's natural environment in the location, design, materiality and landscaping of built areas and offering people safe opportunities to move through and spend time in natural spaces. This will include utilising the area's creeklines and surrounding forest, fostering greater community awareness and sense of place.

Protecting and ensuring the ongoing management of the area's natural environment will continue to be a priority for planning. Council will take steps to consider issues such as the area's biodiversity, topography, and environmental hazards (e.g. flooding and bushfire) when considering opportunities for new development to support growth and change.

#### Connected

Ourimbah is one of the few places where Motorway, Highway and Railway converge, connecting it to regional destinations and national markets. The area's communities also have close connections to each other, their surrounding environment, local stories and history.

Connected is about using physical infrastructure, such as roads, footpaths and cycle routes, to enhance social connections. It means recognising and strengthening the links between places that people who live in or visit the area use most often, such as the Town Centre, Train Station, Bill Sohler Park and University Campus.

Planning will continue to support the area's existing activity hubs to diversify and grow, meeting the needs of surrounding communities or broader service markets. Focusing on improving the experience offered in the Town Centre, for shopping, recreation and social interaction will help to make Ourimbah a more engaging and desirable place to live and visit. Increasing the availability, attractiveness and safety of links between the two sides of Ourimbah – east and west – will make it a more cohesive place.



Fig 3.2: Artist's Impression of the future Ourimbah Town Centre

## 3.4 KEYSTONE PRINCIPLES

### (1) Strengthen Ourimbah's **attractive character**

- A local town centre: offering a variety of smaller shops (i.e. grocer not larger supermarket, newsagent not office supply store); providing convenient access and parking.
- Design-led growth and change: encouraging new approaches, technologies and materials; responding to the surrounding context.
- Recognisable environments: presenting a common theme for the built form and public domain; highlighting hilltop views and vistas; preserving historic references.

### (2) Protect and enjoy Ourimbah's **natural scenery and history**

- Protected and well-managed: identification, planning protection, and management of listed vegetation communities and habitats.
- Diverse: preserving the area's semi-rural appeal with appropriate land uses; carefully managing development encroaching into environmentally sensitive areas; maintaining natural areas within the urban environment.
- Accessible: providing opportunities for trails and interpretation with more walking/ cycling (on-road/ off-road) paths and bridle trails, and associated information (signage, apps) within natural areas and historic buildings and cultural places.
- Compact: Encouraging greater densities in appropriate locations, to minimise displacement of local ecology and impact on heritage items.

### (3) Encourage more **sustainable forms of transport**

- Regionally significant and accessible: supporting a scale and quality that continues to draw people from outside of Ourimbah; increasing the attractiveness of public transport.
- Locally connected: recognising that more and more connections will occur online; improving physical and non-physical (social and industrial) connections throughout Ourimbah.
- More active: reinforcing walking and cycling connections to and between the Town Centre, Station, Bill Sohler Park and University Campus as higher activity places: support more activities to occur in these places and recognise the desired lines of movement between them.

### (4) **Increase housing choice and supply** to meet the changing needs of Ourimbah's community

- Smart growth: making more housing available where it connects people to and supports the viability of local services and facilities (shops, parks, public transport).
- Greater variety: facilitating the delivery of a range of house types, including types that cater for students, the elderly and commuters.
- Monitor changes: regularly recording development activity; adjusting planning controls and servicing in response to the demographic changes in age, household size and income.

### (5) Make it safer and easier to move around the area (**access and circulation**)

- Permeable: improving circulation for pedestrians, cyclists, buses and cars.
- Connected: reducing barriers to movement and providing more usable connections (e.g. crossing busy roads or rail corridors, providing missing road links, improving shared paths).
- Prepared for emergency: providing coordinated evacuation plans and appropriate facilities for responding to hazards including flooding and bushfire.

### (6) Facilitate long-term opportunities to **expand and diversify employment-generating uses**

- Locally available jobs: taking advantage of the regional transport accessibility afforded by the Motorway, Highway and Train Station; providing opportunities for more people to work close to where they live, or work from home.
- Industry and job clusters: recognising that the greatest opportunities leverage off what already exists, with established markets/ business clusters (e.g. education, research, transport, and recreation) enhanced by economic development programs.

ATTRACTIVE  
CHARACTER

SCENERY AND  
HISTORY

SUSTAINABLE  
TRANSPORT

HOUSING  
CHOICE AND  
SUPPLY

ACCESS AND  
CIRCULATION

EXPAND  
EMPLOYMENT  
LAND USE

### 3.5 OVERALL PLANNING FRAMEWORK

The overall planning framework has been established to indicate the different locations within Ourimbah that are expected to require enhanced levels of coordination or management to facilitate change. This includes areas that may experience changes in land use (i.e. rezoning), infrastructure, or environmental protection and management. These area-wide considerations will assist in prioritising future investments in planning and development across the area.

The area-wide framework is intended to signpost the highest-level considerations for planning in Ourimbah. These considerations are further supported by individual strategies for specific issues (e.g. hazards, biodiversity, heritage, housing, etc.) and specific locations (precincts) later in this Report.

Figure 3.3 illustrates three main planning elements that unify Ourimbah, and connect it to inter-regional networks.

- **Major transport corridors and gateways:** The heavy rail, Pacific Highway and Pacific Motorway will continue to be managed as part of the national and state-wide networks to provide efficient transport connections to and through Ourimbah. This will influence how adjoining lands are used and developed, to mitigate conflicts between these busy regional networks and surrounding local areas.
- **Blue corridors:** Enhanced planning or management to address the risks associated with flooding will be an ongoing planning consideration. Blue corridors indicate broad areas that generally correspond to lands identified as 'Flood Storage', 'High Risk' or 'Floodway' areas under Council's current flood mapping, signposting where flood planning may be a limiting factor for specific types of development, particularly urban development.
- **Green corridors:** Green corridors can provide a focus for a range of interests that enhance the natural environment and residents' quality of life. These include, but are not limited to, biodiversity, habitat connectivity, cultural heritage, open space and recreation. The corridors identified on this framework plan indicate broad locations where enhanced planning or management will be required to integrate considerations for these interests into the design of new developments.

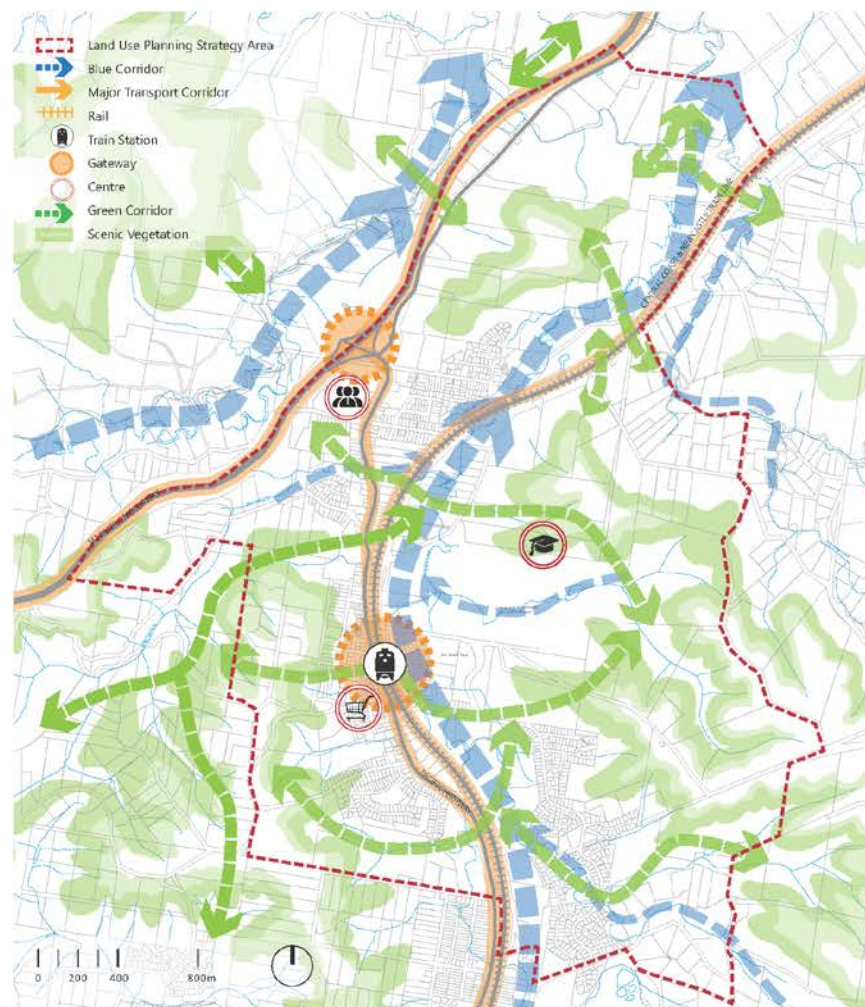


Fig 3.3: Area-wide Framework Map

### 3.6 PRECINCTS

**Precincts.** Twelve Precincts have been identified to consider distinct planning considerations in greater detail. Defining these precincts provides the basis for coordinated planning in relation to potential land use changes, and the provision of local infrastructure. Future planning objectives and strategies for each precinct are provided in Section 4, including more detailed (precinct-level) infrastructure and environmental protection considerations.

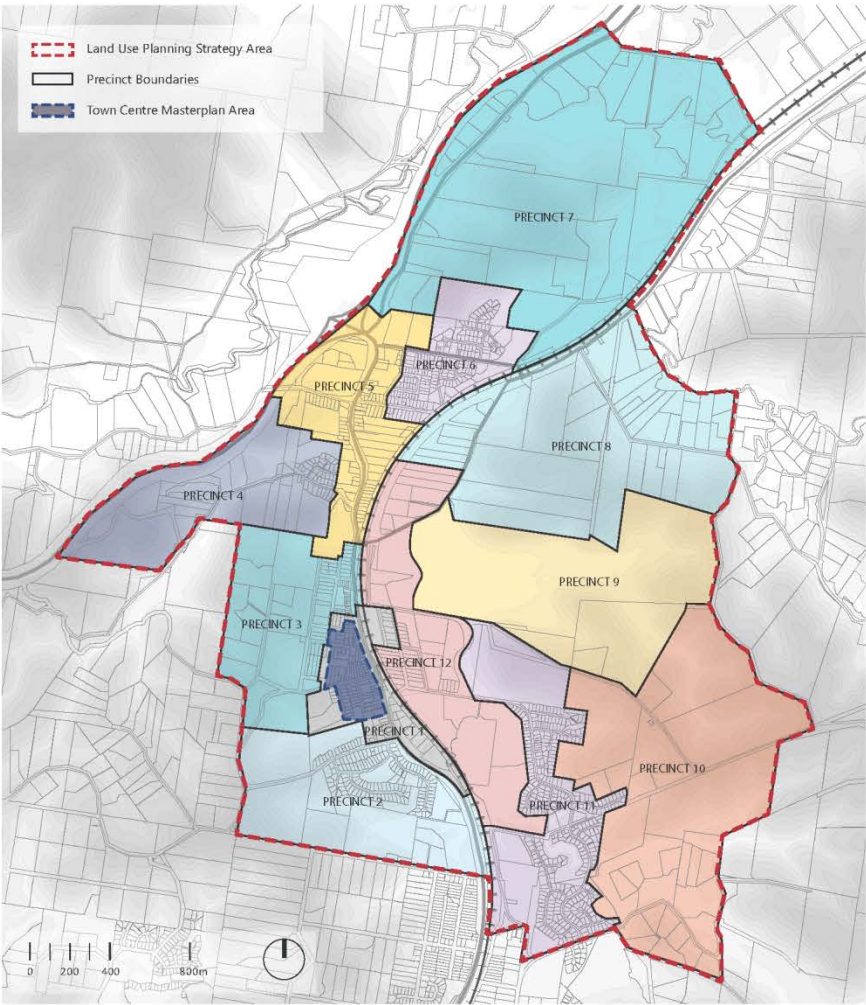


Fig 3.4: Precincts Map

### 3.7 AREA-WIDE STRATEGIES

The area-wide strategies are intended to provide the strategic basis and guidelines for future decision-making. These support changes that are relevant at an LGA-wide or regional level, and identify considerations that relate to the whole area or multiple precincts.

Seven strategies are provided for:

- 1. Movement and connectivity
- 2. Housing
- 3. Economic development and employment
- 4. Character and heritage
- 5. Biodiversity
- 6. Planning for hazards
- 7. Community infrastructure

Each strategy in this section provides information on:

- **Desired future outcomes:** to describe what type of change is being sought within Ourimbah. These outcomes align with the long-term vision, themes and principles for the area, and will provide an ongoing basis for future decision-making.
- **Setting the scene:** providing a context for planning within Ourimbah, recognising challenges arising from the current and likely future situation.
- **Area-wide policy objectives:** to describe how the desired future outcomes will be pursued, building on the keystone principles.

Initiatives to support change, which indicate specific actions Council may take to influence and encourage progress towards delivering the desired future outcomes, are discussed in more detail in Section 6 (Implementing Change).

DESIRED FUTURE OUTCOMES

What do we want to achieve over the long-term?

SETTING THE SCENE

What do we need to consider or overcome to achieve the desired future outcomes?

POLICY OBJECTIVES

How will we pursue the changes we want to see?

SUPPORTING INITIATIVES

What, specifically, can we do to facilitate change?



MOVEMENT AND  
CONNECTIVITY



HOUSING



ECONOMIC  
DEVELOPMENT AND  
EMPLOYMENT



CHARACTER AND  
HERITAGE



BIODIVERSITY



HAZARDS



COMMUNITY  
INFRASTRUCTURE  
AND PUBLIC  
DOMAIN

## STRATEGY 1: Movement and Connectivity

### DESIRED FUTURE OUTCOMES

- The corridors and ancillary networks associated with the Pacific Highway, Pacific Motorway and heavy railway are protected and managed to sustain efficient traffic movements through Ourimbah.
- New local street connections reduce vehicle reliance on the Pacific Highway for local trips (e.g. from home to the Town Centre).
- People have access to safe evacuation routes to escape during natural hazard events.
- Physical links across the heavy rail line are improved to provide safer and more convenient connections between major destinations within the area.
- Local streets and paths provide an attractive environment for people, and encourage more people to walk, cycle or catch the bus for local trips made within the area (e.g. from home to the Town Centre or Uni).
- Convenient public transport networks encourage more people to catch the bus or train to commute to other areas (e.g. Gosford, Sydney or Newcastle).
- The potential transport and economic development benefits associated with high-speed rail are safeguarded, in line with ongoing national-level planning.

### SETTING THE SCENE

Ourimbah is one of the few places in New South Wales where Motorway, Highway and heavy rail lines converge, providing convenient and efficient access to inter-regional destinations and markets. These routes bring a steady volume of traffic through Ourimbah every day, and provide access to regional and local services including the University and Town Centre.

Several National and State-level transport assets and initiatives are relevant to, and within, Ourimbah.

The Motorway interchange presents potential business development opportunities for Ourimbah, and may be attractive to:

- Transport-related uses/businesses, with opportunities to locate within existing vacant industrial land on the western side of the Highway;
- Businesses catering to 'grey nomads' and other self-contained campervans, with opportunities to provide more parking, visitor information and facilities such as a dump points;
- Retail, recognising opportunities to complement existing shopping destinations along the Motorway; or
- Other industries that may benefit from or support existing businesses, such as the regional Palmdale Lawn Cemetery and Memorial Park situated to the eastern side of the Motorway.

The Highway Corridor is currently being upgraded between Narara and the Motorway, which may attract more traffic currently using the Motorway to access Gosford to travel through Ourimbah. This provides an opportunity for local businesses to continue benefiting from passing trade.

The proposed Highway upgrades are also intended to improve safety, but in doing so may lead to more restricted pedestrian and vehicular access to properties and businesses on each side of the Highway. Widening the Highway will reduce the amount of car parking available in front of businesses, particularly along the western frontage. Standard road design requirements will also result in a 'harder' landscape, with a wider road surface, few adjoining street trees and no street in the central median. This is already changing the character of the Town Centre, which currently fronts onto the Highway.

The heavy rail line also provides a focus and opportunities for development. The existing Train Station is already an important gateway to the Study Area and hub of commuter-related activity that brings people into the Town Centre and University Campus every day. There may be opportunities to work with the State Government to increase rail patronage, including by enhancing existing services (e.g. express trains stopping at Ourimbah Train Station) or improving station infrastructure.

The Australian Government's longer term aspirations to deliver high speed rail connections along Australia's Eastern Seaboard may offer opportunities to enhance Ourimbah's ability to connect people and businesses with National and State destinations and markets. The only high speed station currently identified in the Central Coast is proposed to be located to the west of Ourimbah's Motorway Interchange.

Ourimbah already offers several destinations that attract high volumes of traffic, including local residents and regional visitors. Making public transport, walking and cycling more convenient and attractive will be important to improving accessibility to, and supporting the growth of these services in future. This will include offering more opportunities for people to live closer to where they work, study, shop or play. It will also benefit from improvements to key 'desire lines' where people regularly travel between destinations, such as:

- The University Campus and the Town Centre, via the Train Station;

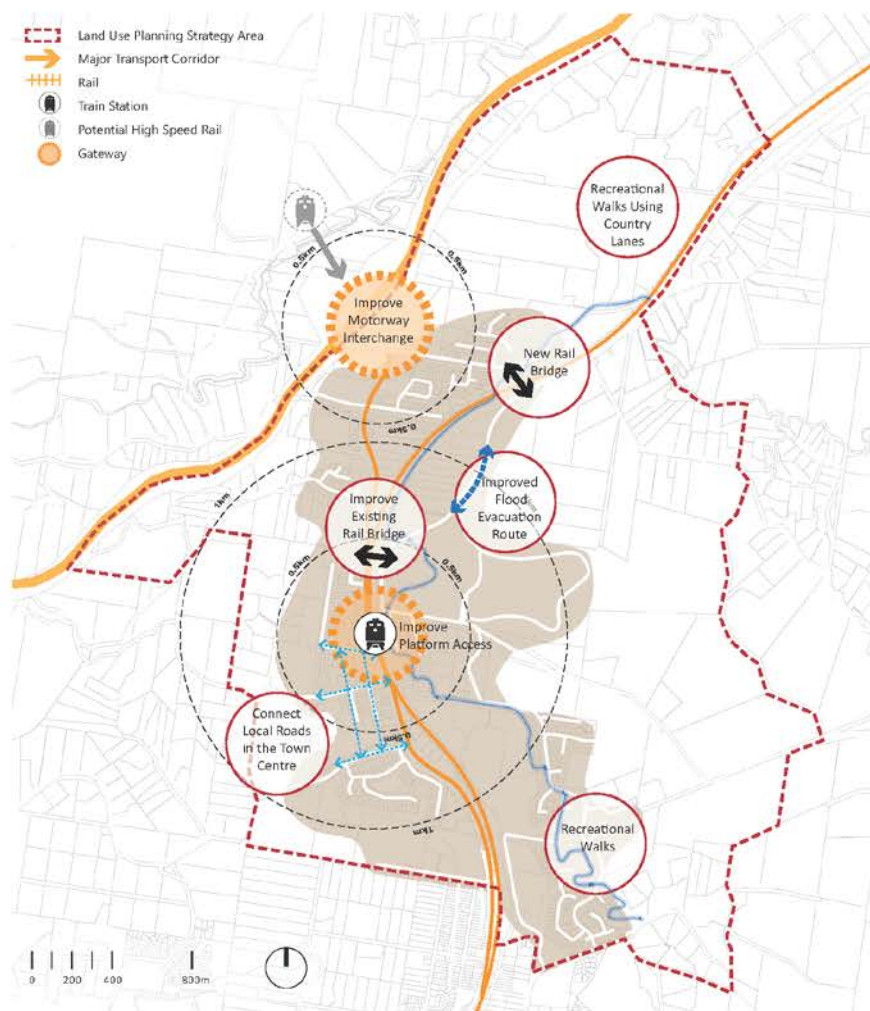


Fig 3.5: Area-wide Movement and Connectivity Strategy Map

- Bill Sohler Park and residential areas on the western side of the Highway;
- The RSL and car parking, situated on opposite sides of Highway; and
- The Highway and existing businesses and vacant employment lands situated near the Motorway Interchange.

The ongoing challenges presented by Ourimbah's steep terrain, waterways, and major road and rail infrastructure will need to be addressed to establish safe and integrated local movement networks for pedestrians/cyclists and vehicles. This recognises:

- Local vehicular traffic movements are predominantly reliant on the Pacific Highway, which operates as the local spine road as well as servicing high volumes of regional traffic.
- East-west movements are currently limited to five controlled Highway crossings and four rail crossings (2 vehicular and 2 pedestrian).
- Flooding regularly cuts off local roads and can isolate parts of the area for significant time periods.
- Many local roads and pathways do not provide an experience that is conducive to cycling or walking. This is particularly relevant where walking and cycle routes are not contiguous, provide little shelter, or present personal safety issues (e.g. are poorly lit or poorly surveilled).

The ongoing management of major transport infrastructure, and how these integrate with local road networks, will continue to influence how the area grows and functions over time. Funding and delivering transport improvements within Ourimbah will rely on coordination and alignment of National, State and Local government initiatives.

#### AREA-WIDE POLICY OBJECTIVES

- Land uses and activities on land adjoining major transport corridors (Motorway, Highway and heavy rail) must be planned and designed to prioritise safe and efficient vehicle movements along these corridors, and minimise conflicts such as noise, traffic impacts, crossings, etc.
- Commuter parking will be accommodated in and around major transport gateways at the Train Station and near the Motorway interchange to encourage public transport use and ridesharing initiatives.
- Land supply near the Motorway interchange will be managed to enable the area to support the economic development and accommodate employment-generating uses in the long term (see Strategy 3. Economic Development and Employment).
- New urban development around the Town Centre and Train Station will be expected to achieve higher residential densities, and mixed uses will be encouraged (see Strategy 2. Housing).
- New urban development will be expected to contribute towards the creation of new local street connections and paths to reduce vehicle reliance on the Highway for local trips and to provide attractive walking and cycling routes (see Strategy 7. Community Infrastructure).
- New off-road walking and cycling routes will be considered where suitable along, for example, country lanes, fire access tracks, or creeklines. Where provided, these will be designed to minimise the threat of hazardous events to people and infrastructure (see Strategy 7. Community Infrastructure).
- New development proposed in hazard-prone areas must demonstrate evacuation routes are available, or can be made available, prior to occupation.

## STRATEGY 2: Housing

### DESIRED FUTURE OUTCOMES

- Planning supports a design-led approach to facilitate residential growth and provide a greater choice of housing to suit a range of household types.
- New housing development supports a compact settlement pattern.
- Greater residential densities are provided around the Town Centre and Train station.
- Specific consideration is given to the need for new housing in the area to accommodate students and seniors.



Fig 3.6: Housing densities infographic (SOURCE: NSW Department of Planning and Environment, <http://www.planning.nsw.gov.au/Policy-and-Legislation/Housing/Medium-Density-Housing>).

### SETTING THE SCENE

New residential development will be required in Ourimbah to cater for the anticipated housing needs of a growing and changing population. This recognises the quality of life, relatively affordable cost of living (compared with Sydney) and high level of accessibility that the area offers is expected to make it a popular choice within the Central Coast.

Current projections anticipate the area will need to accommodate around 2,050 dwellings by 2036 to meet the demands of a growing and changing population. This would require 350 additional dwellings above 2011 figures. (Population and household forecasts, 2011 to 2036 for Ourimbah-Rural South SPD, prepared by .id, March 2015)

New housing in Ourimbah is expected to predominantly comprise a range of dwelling types, from detached dwellings to low-rise apartments, as illustrated in Figure 3.6. Encouraging diversity within this range will allow the area to cater for a broad range of household types, and lifestyles.

- The greatest demand is expected to continue to be for households with children, recognising this will include a growing proportion of single parent households. However, a growing proportion of couple-only or lone person households is also expected.
- Education and employment opportunities within the University may generate demands for housing within the area, as people look to live closer to where the work or study. Student accommodation may be provided within the University campus, but demand for student housing in other areas within Ourimbah will be influenced by the types of programs and delivery models offered by tertiary education providers within the University Campus. Student housing should be encouraged in the Town Centre and around the Train Station, or in areas with convenient physical links to the University Campus, to encourage walking and cycling.
- Demands for seniors living and aged care facilities may increase as the resident population ages, and older people move to the Central Coast from other regions. Special consideration will need to be given to locate these in areas where residents can conveniently access services, and can be protected from natural hazards, such as floods and bushfires.

Promoting more medium density housing and apartments in appropriate locations will benefit the area in several ways. A more compact settlement form will minimise the need to clear vegetation, helping to protect important ecological values, as well as the area's bushland setting. This type of housing also supports a more affordable cost of living. Focusing greater residential densities within 1km of the Town Centre and the Train Station will enable more people to live closer to where they work, and provide them with convenient access to local services including shops and parks, as well as public transport.

The quality of design for medium density housing will be particularly important in Ourimbah, because the area's scenic beauty. Very little medium density presently exists, so there is an opportunity for the area to showcase a universally well-designed approach. Design quality will be achieved by adopting the principles set out in State-level policies, particularly the Apartment Design Guide (ADG) and the forthcoming Medium Density Design Guide (MDDG). These policies give clear guidance to achieve high quality urban environments.

In addition to the ADG and MDDG principles, local designs will also need to respond to the Ourimbah's specific circumstance. Key design considerations for new residential development, and other developments, relate to the area's sloping sites, bushland setting and flood-prone environment. These are discussed in more detail in Strategy 4: Character and heritage.

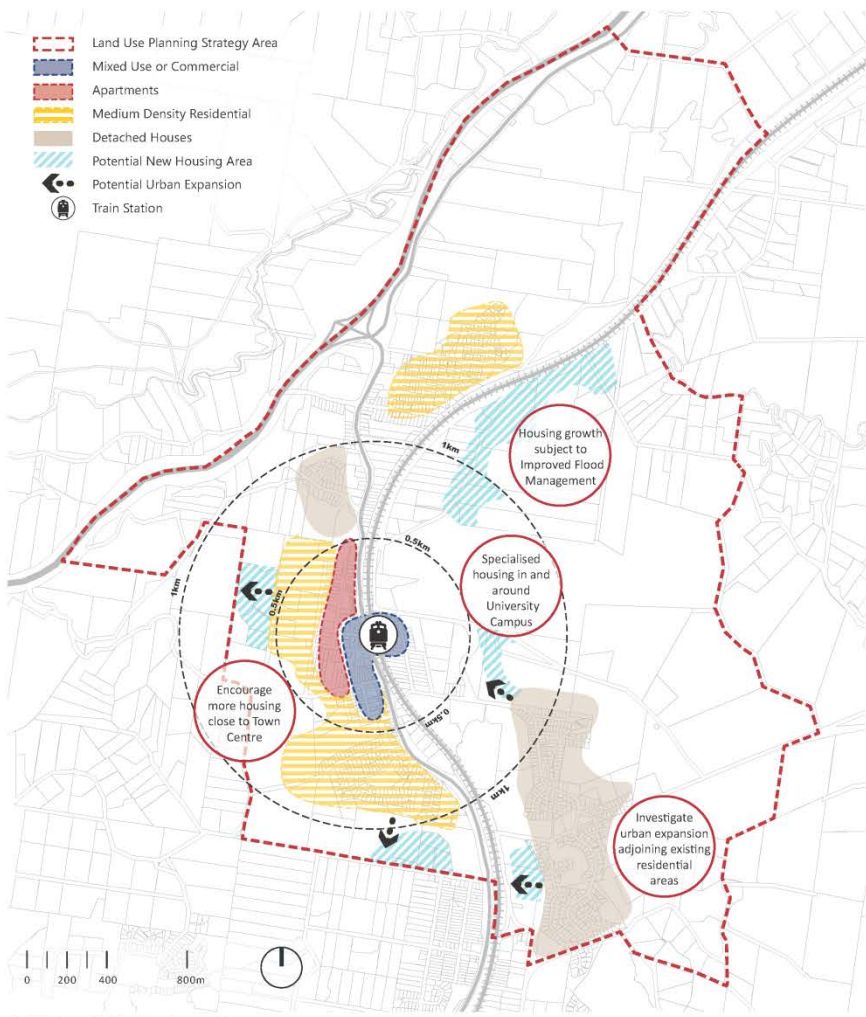


Fig 3.7: Area-wide Housing Strategy Map

AREA-WIDE POLICY OBJECTIVES

- Encourage the greatest level of housing growth to occur close to local services, particularly in and around the Town Centre.
- Facilitate diverse housing outcomes, including by increasing the proportional level of housing available to accommodate students and seniors.
- Discourage housing growth in locations that are regularly isolated by flood events.
- Identify and implement design principles to encourage the delivery of quality medium density housing and apartments.
- Encourage the design of new residential development to respond to Ourimbah's specific circumstance, particularly the area's sloping sites, bushland setting and flood-prone environment (see Strategy 4: Character and heritage).



Fig 3.8: Medium Density Housing Examples

## STRATEGY 3: Economic Development and Employment

### DESIRED FUTURE OUTCOMES

- Ourimbah is recognised as an area important for regional economic development and innovation, and can suitably accommodate opportunistic regional economic development initiatives
- Businesses across Ourimbah benefit from the accessibility afforded by the Motorway, Highway and Train Station.
- Ourimbah's Town Centre remains relevant to meeting the day to day needs of its local community, including residents and regular visitors.
- Ourimbah's semi-rural character supports local businesses, providing an attractive setting and degree of separation between uses in a highly accessible location.
- Planning for and development of land and infrastructure anticipate the rapidly changing nature of how people access employment and services, enabling more people to work from home.
- The potential transport and economic development benefits associated with high-speed rail are safeguarded, in line with ongoing national-level planning.

### SETTING THE SCENE

Despite its semi-rural character, Ourimbah offers economic development assets that are important to the livelihoods and quality of life of communities across the Central Coast. Industries across the region benefit from the skills development and research initiatives offered through Ourimbah's University Campus. The quality and accessibility of the area's parklands, and its recreational and sporting facilities also are important social drivers.

Ourimbah already has several established market strengths and identifiable business clusters. Recognising and supporting these assets to grow, and leveraging the opportunities they offer, will be important to the ongoing economic development of the Central Coast. Providing the right regulatory environment for businesses involves working with industries to establish appropriate planning controls and coordinate the delivery of infrastructure to improve access to, and between, businesses.

Ourimbah's University Campus hosts a range of specialised occupiers, with a strong focus on education and research. Services located within the Campus, currently including the University of Newcastle, NSW TAFE, and the Central Coast Primary Industries Centre, are expected to continue attracting a high-volume of traffic (including staff and students) into the area every day. The campus is privately owned and managed subject to a long-term strategic plan. Current planning controls allow a degree of flexibility for the Campus to continue providing a broad mix of uses that support the growth of tertiary education infrastructure.

Situated along the Pacific Highway, Ourimbah's Town Centre already offers a range of businesses and services that benefit from local and passing trade. It is not expected to compete with larger centres such as Erina or Tuggerah. However, it will need to grow and change to remain relevant to its surrounding population, and respond to the changes associated with Pacific Highway upgrades. This will involve incremental renewal and redevelopment within a well-established urban area. A coordinated approach will be required to support existing residents and businesses through this change, and attract new investment into the area.

Despite the convergence of major transport networks at Ourimbah, Somersby and Warnervale have been identified as the preferred locations for developing Regional (economic) Gateways. Ourimbah may offer longer-term opportunities to accommodate larger-footprint and transport-oriented industries near the Motorway interchange. This could have potential synergies with the Australian Government's aspirations to deliver high speed rail connections along Australia's Eastern Seaboard, should the proposed Central Coast stop at Ourimbah proceed. Safeguarding land in and around the Motorway interchange for economic development in the long-term will support Regional economic growth and diversification.

The area's natural features and high level of accessibility also give rise to an economically vibrant semi-rural fringe. The area already support a range of predominantly home-based businesses associated with agriculture (e.g. nursery, horticulture, and hobby farms), wholesale (e.g. gardening and landscape supply centres), and funeral (e.g. funeral homes and crematoria) industries. These businesses rely on the rural character of the area to operate, and challenge will need to manage land use conflict, particularly residential encroachment, in Ourimbah's rural areas to facilitate their ongoing success.

An ongoing challenge for planning in the coming decades will be to respond to the rapidly changing needs of Ourimbah's various industries as Australia transitions toward a more service-based economy. Technological advancements are already transforming how people access employment and services, and how goods are transported. These changes are expected to change where businesses choose to locate, and where people choose to live in relation to where they work.

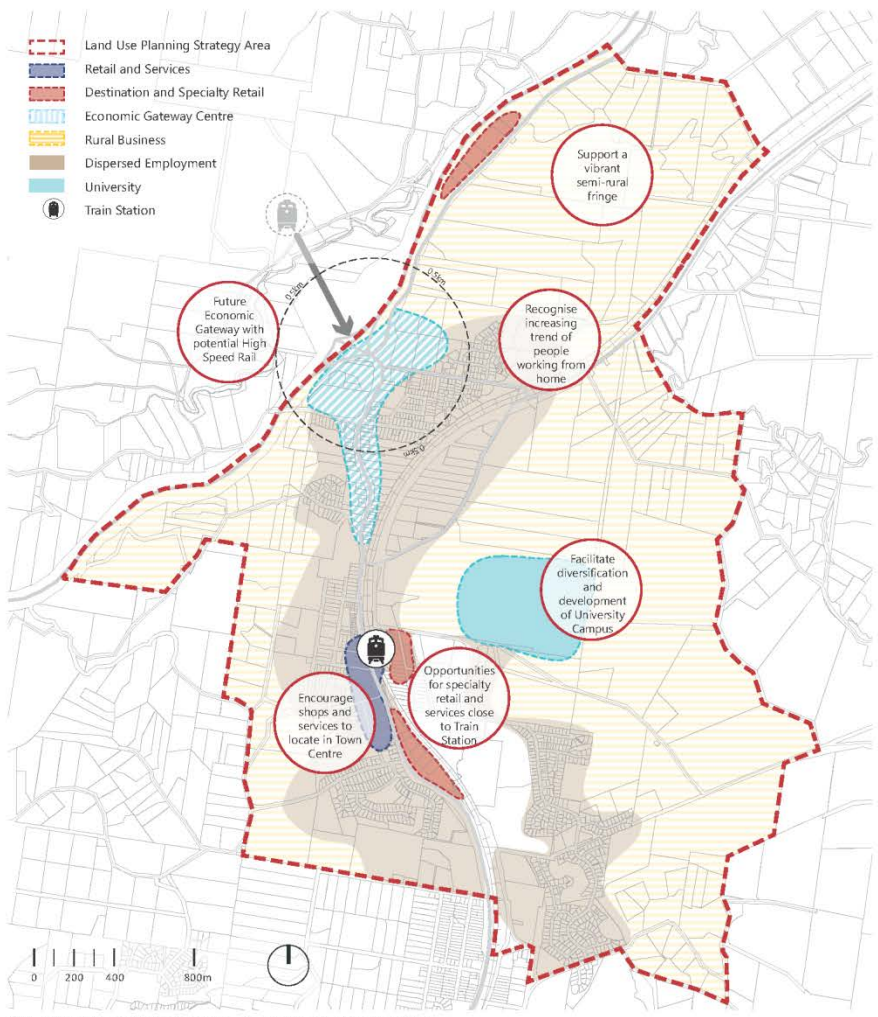


Fig 3.9: Area-wide Economic Development and Employment Strategy Map

AREA-WIDE POLICY OBJECTIVES

- Provide more commercial space in the Town Centre and around the railway station to accommodate local businesses and services.
- Attract a medium-sized supermarket to the Town Centre.
- Facilitate development and diversification of employment-generating uses within the University Campus, focusing on tertiary education and research sectors.
- Safeguard the long-term potential for business and industrial development close to the Motorway interchange, recognising the potential for this area to benefit from the national initiative to develop high-speed rail connections.
- Support semi-rural businesses in non-urban areas across Ourimbah to continue operating successfully.

## STRATEGY 4: Character and Heritage

### DESIRED FUTURE OUTCOMES

- Ourimbah's local heritage and character is reflected in new development.
- Interpretive signage throughout the public domain provides people with easy access to information about the area's settlement history and natural features.
- Visual connectivity to forested ridges and hilltops are retained.
- Aboriginal people retain cultural connections to the land, and are involved in the process of identifying, protected and managing cultural heritage places and landscapes.

### SETTING THE SCENE

Ourimbah has a long history of human settlement, closely connected to the advantages afforded by its natural environment. The area is thought to be named from an Aboriginal word, signifying its relevance as a ceremonial ground for conferring the "belt of manhood," which relates to hunting. Several sites provide evidence of the importance of this place as an important cultural meeting place. Collaborating with local Aboriginal communities to identify and protect connections to areas important to their cultural heritage and identity will continue to be an important consideration for planning as the area grows.

In the mid-1800s, the area grew as a timber town supplying Sydney's construction market and driving early investment in road and rail infrastructure. Further growth has continued to capitalise on the strategic advantages afforded by its location, mid-way between Sydney and Newcastle and the convergence of major inter-regional transport routes, including the Pacific Motorway, Pacific Highway and Great Northern Railway.

Many features scattered around Ourimbah are already recognised for their significance to local heritage, and rarity. Rural residential properties, particularly to the north of the area, contain homesteads and gardens reflecting the settlement pattern that occurred after the timber-getting period. The group of Araucaria trees on Chittaway Road are scientifically important, and are also an important local visual landmark.

Urban areas around the Train Station and Town Centre form an identifiable heritage precinct, reflecting the area's historic significance as an important service centre. Several items are already identified for their heritage significance. These include institutional buildings such as the Public School, Post Office and Nissen Hut. The row of cottages and bungalows fronting the Pacific Highway are some of the earliest examples of dwellings in the locality. As a group, the historic railway buildings, including the Train Station and Station Master's Residence represent one of the rarest and most intact examples of railway architecture in NSW.

Development within the Town Centre can support opportunities to protect these heritage features, including by maintaining original heritage fabric during renewal and restoration, supporting upkeep and adaptive re-use of existing heritage items, and providing interpretation of heritage items within the public domain.

A set of identifiable character areas have emerged from Ourimbah's settlement pattern. These are unified by the area's defining valley landform and major transport routes. The Motorway runs along a ridgeline that forms the eastern boundary of the area. The heavy rail line and Bangalow Creek generally bisect the area in a north-south direction. Valley walls rise steeply into forested ridges, giving Ourimbah a distinctive bushland setting.

Along the valley floor, the Highway and Railway form the main spine and focus of local residential, commercial and industrial activities within Ourimbah. To the west of the Creek and Railway, floodplains and gullies provide natural breaks between clusters of development around the larger-footprint uses around the Motorway Interchange and the finer grain historic Town Centre.

To the east of the Creek and Railway, low-lying areas within the central valley form a green spine of regional

parklands, including Bill Sohler Park. The University Campus and local residential neighbourhoods extending southward towards Lisarow are nestled between the floodplain and valley walls.

Chittaway Road and the Pacific Highway to the north of the Motorway Interchange form secondary spines of activity in the area, and provide local connections towards Tuggerah and Chittaway Bay. These provide a focus for rural residential and semi-rural activities, and reflect Ourimbah's settlement pattern.

Responding to Ourimbah's specific context in the location and design of new development will help to reinforce the area's character, and contribute towards a more resilient built environment. This should particularly respond to the area's sloping sites, bushland setting and flood-prone environment, with key considerations summarised below.

**Bushland setting:** The tall forests around Ourimbah are a distinctive characteristic of the area, noting the scenic qualities, birdsong, wildlife and seasonal flowering trees are highly valued by the community. Visual connections to Ourimbah's forested hills and ridges, particularly from the valley floor, are an iconic feature. Long views are possible from several locations including upon entry to the area from the Motorway. Preserving these views will be an important consideration in identifying new development locations or considering taller building forms throughout the area.

Careful planning will also be required to manage site-specific risks associated with development in bushland setting such as bushfire, tree and limb fall, tree roots and underground utilities need to be balanced with environmental consideration. Key design considerations follow:

- Building form should be broken down, avoiding large shapes and planes.
- Material and colour selection tend to darker colour palette and natural materials
- Predominance of vegetation by protecting existing trees and introducing new planting
- Preserve views between and beyond buildings

**Flood-prone environment:** Ourimbah's valleys are each flood-affected to varying degrees. Planning to avoid personal risk and damage to property has already preserved a well-connected network of open spaces along creek lines and flood ways throughout the area. Development may be considered suitable in locations with low to moderate flood risk, subject to site-specific assessment. General site planning considerations in such locations are as follows:

- Buildings should be designed, and materials selected, to minimise property damage in the event of inundation.
- Where elevated floor levels are required, buildings should be designed in a manner that still provides a strong street-level connection (e.g. building access and windows).
- Maintaining views to, and embellishing portions of sites that are unsuitable for development due to flooding can maximise overall amenity. This should be considered, where feasible.
- Utilising flood-prone to provide pathways and recreational space can assist in creating an integrated and multi-functional green network. This should be considered, where feasible.

**Sloping sites and hillsides:** Ourimbah is defined by its valley and hillsides, offering a unique bushland setting. Developing sloping sites often involves enhanced engineering, and may require large earth cuttings or undercrofts to support development. If not carefully designed, development on sloping sites can adversely affect neighbouring properties, notably through impacts to land stability, drainage and views. Over time, cumulative development along hillsides can also affect broader scenic qualities of the area.

Steep terrain can also discourage people from walking or cycling short distances, particularly where path infrastructure is not provided, or is not attractive. Key considerations for sloping sites and hillsides include:

- Designing building form to follow contours, with a preference for stepping rather than large cut and fill.
- Consider view sharing, taking advantage of landfall and landscaping to protect important views.
- Consider grading in the location and design of pedestrian routes in steeply sloping and hillside areas.

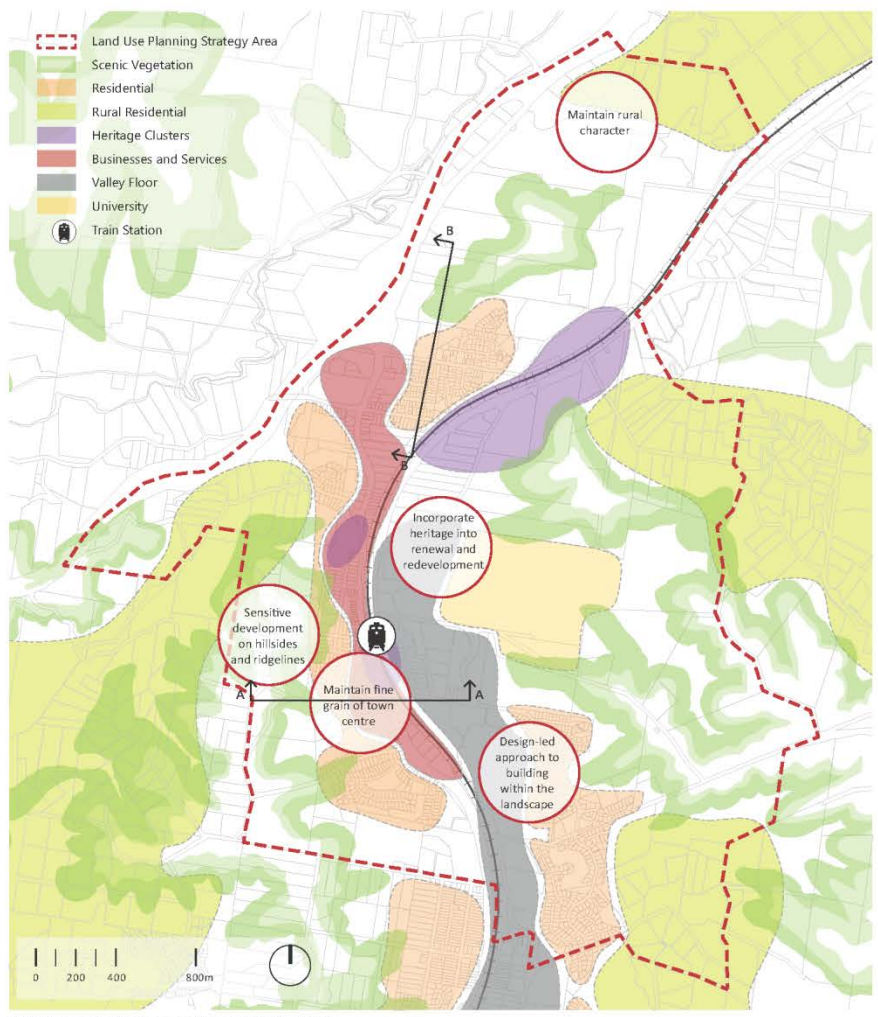


Fig 3.10: Area-wide Character and Heritage Strategy Map



AREA-WIDE POLICY OBJECTIVES

- Take a design-led approach to new development and renewal to reinforce Ourimbah's existing character.
- Require development proposed along ridge lines and hilltops to demonstrate vegetation can be maintained to preserve long-views and visual connectivity from other areas, particularly gateway locations.
- Support adaptive re-use of listed heritage buildings, wherever possible.
- Provide heritage and environmental interpretation and signage within the public domain.
- Collaborate with local Aboriginal communities to identify, protect and manage cultural heritage sites and landscapes.

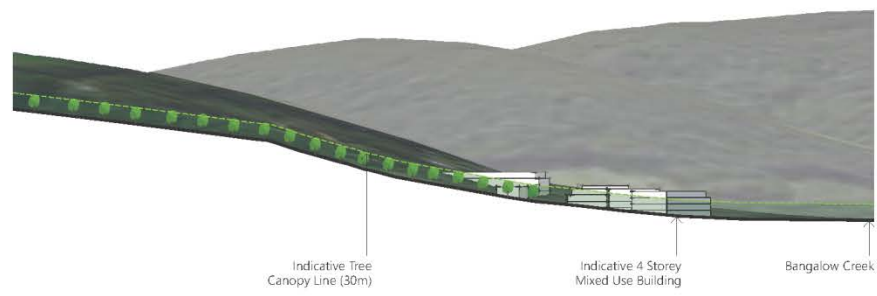


Fig 3.11: Section AA | Looking north to the new Commercial Centre



Fig 3.12: Section BB | View west through Fox Hill

## STRATEGY 5: Biodiversity

## DESIRED FUTURE OUTCOMES

- Ourimbah's iconic bushland setting sustains a biologically and ecologically diverse natural environment.
- Planning processes assist in identifying rare and vulnerable species, which are afforded enhanced measures of protection.
- Biodiversity corridors are identified and sustained through the conservation and enhancement of habitat connectivity, particularly in urban and riparian areas.

## SETTING THE SCENE

Urimbah has a biologically and ecologically diverse natural environment, reflected in its iconic bushland setting. Protecting native vegetation and sustaining healthy wildlife populations will continue to be a general objective for planning. The State-level approach to protecting biodiversity is to avoid adverse impacts wherever possible, and to offset unavoidable impacts.

Protecting rare or vulnerable flora and fauna will be of particular importance across Ourimbah. Recent vegetation mapping undertaken by Council indicates areas that are currently considered likely to contain endangered ecological communities (EECs), providing an important signpost for future development proposals within Ourimbah. This information is illustrated, for context, in Figure 3.15. Several threatened species have also been recorded in the area. Any development that has the potential to impact on threatened species, populations or ecological communities will continue to be subject to enhanced planning considerations in line with current statutory requirements (including State legislation and policy).

More broadly, the area's remnant vegetation forms part of a regional-level biodiversity corridor network, linking coastal hills with valleys and foreshores (Figure 3.14). These biodiversity corridors perform several functions, including supporting ecological processes and wildlife movement, providing scenic qualities and offering opportunities for recreation.

Recent research undertaken by Council suggests that the current condition of existing vegetation across Ourimbah is variable and, in some places, fragmented. Specific challenges occur within floodplains and around major road and rail infrastructure, which can present limitations or barriers to wildlife movements across the area.

Future planning initiatives to identify local-level biodiversity corridors, and sensitively managing development within these to conserve or enhance habitat connectivity, will be important to sustaining a healthy natural environment.

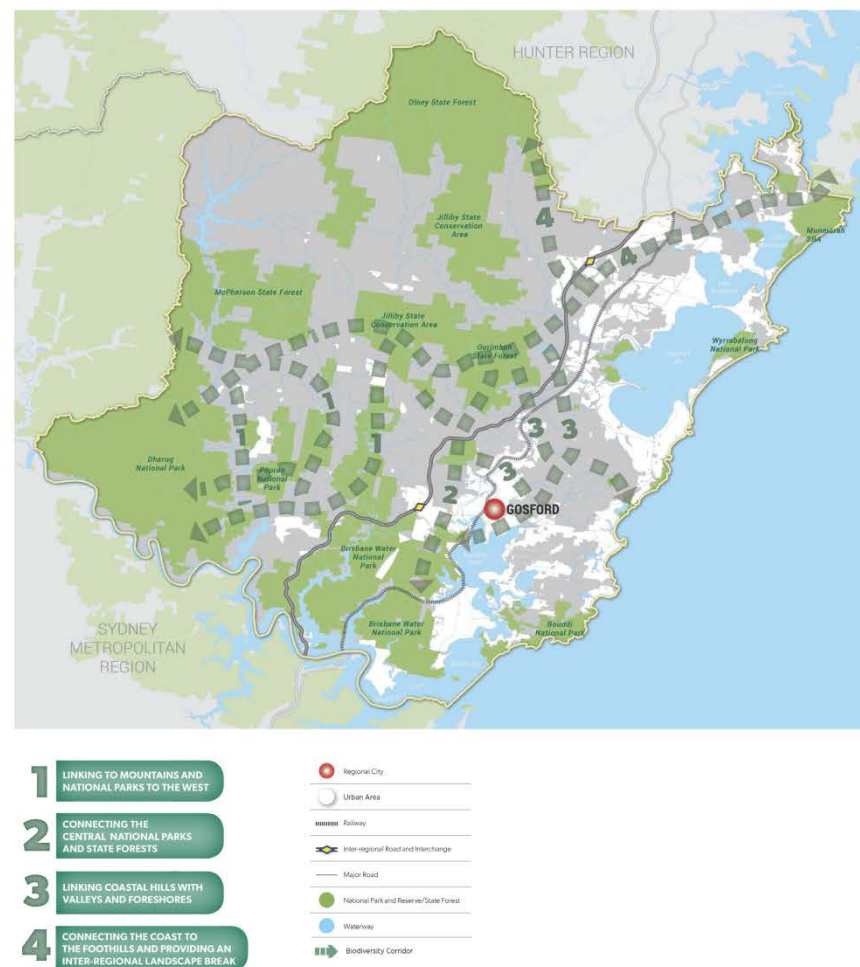


Fig 3.13: Excerpt from Central Coast Regional Plan 2036 (Figure 9)

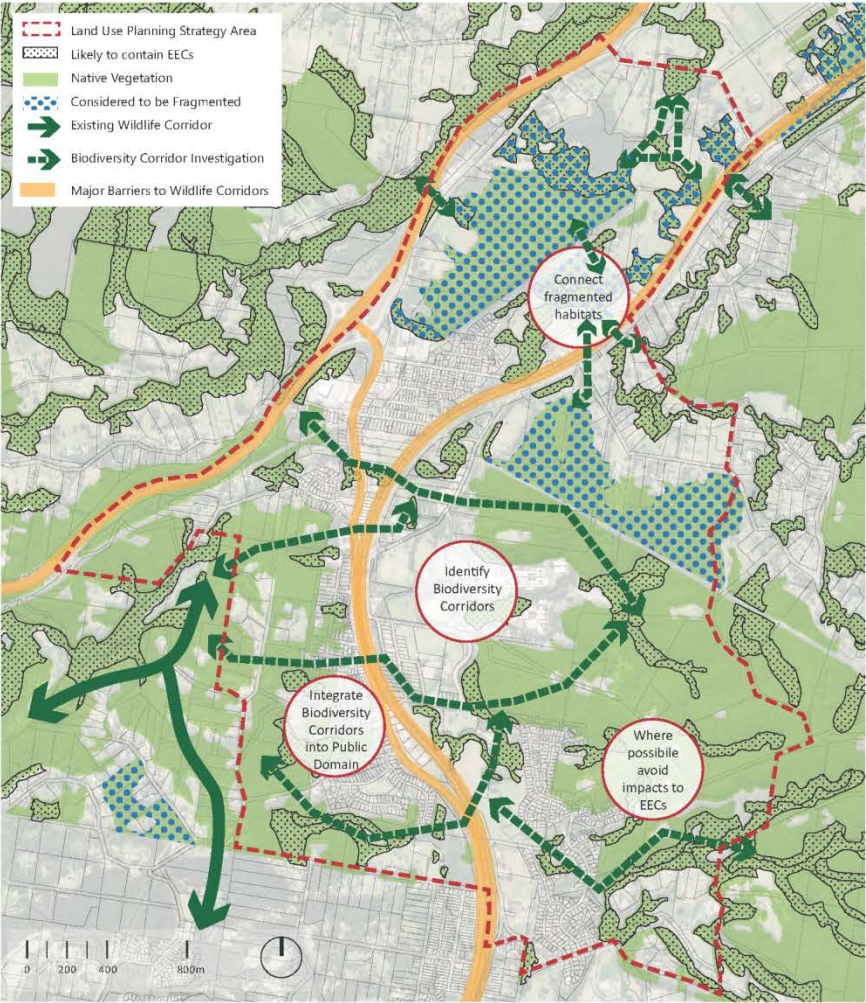


Fig 3.14: Area-wide Biodiversity Strategy Map

AREA-WIDE POLICY OBJECTIVES

- Encourage a more compact urban footprint, to limit the extent of vegetation clearing generally.
- Avoid adverse impacts to threatened species, populations, or ecological communities to ensure their continued existence.
- Maintain and, where possible, enhance the ecological value of riparian areas and creeklines to support wildlife connectivity.
- Identify wildlife corridors across existing and proposed urban areas, and minimise the fragmentation or isolation of habitat that occurs within these.
- Integrate wildlife corridor considerations into public domain and open space planning and design initiatives (e.g. identifying public reserves to protect critical habitat in situ, or selecting species , etc.).

Disclaimer: Vegetation mapping provided by Council reflects the findings of recently completed studies:

- Eco Logical, Wyong Vegetation Map 2016 Technical Report, July 2016; and
- Hunter Councils Inc Environment Division, Connectivity Mapping & Modelling (draft), July 2014.

This information is provided for context only, and is not suitable for site-specific assessment. Ecological information must be verified by the proponent in relation to any site-specific land use or development proposal. Proponents should seek advice from Council to obtain relevant planning guidelines and data.

## STRATEGY 6: Planning for Hazards

### DESIRED FUTURE OUTCOMES

- Planning recognises potential for hazards to occur and allows for new development where it can be afforded appropriate safety and protection measures.
- New development does not increase the risk of hazards to other areas.
- People have access to safe evacuation routes to escape during natural hazard events.
- Requirements for asset protection measures (e.g. clearing vegetation, filling land, flood storage, etc.), whether for a single site or at a landscape-level, do not unduly compromise ecological systems or local conservation priorities.

### SETTING THE SCENE

The natural environment of Ourimbah can give rise to hazardous situations, which may threaten people or property. Hazards include flooding, bushfire, storms and landslip. It is anticipated that the frequency and severity of extreme weather events is likely to increase the potential for hazardous situations in future. Planning for these hazards will continue to be an important priority in Ourimbah, to keep its community safe from harm and protect the area's important built and natural assets.

Ourimbah is a water-rich environment, which means many parts of the area are heavily flood prone. While this hazard does not preclude further growth, flood constraints will be a major consideration in the location and design of new development. Council has already established planning controls for floodplain management to assist with decision-making in this regard. Subsequent investigations and plan-making will further consider:

- Appropriate land uses, scale and density of development, and design of building and infrastructure within flood prone areas to protect people and property and appropriately manage flow and storage of flood water;
- Road upgrades, potentially including new bridges, to provide safe and effective evacuation routes from all established and new development areas; and
- Floor levels, according to the potential extent of flood waters affecting the site.

The area is heavily vegetated, which means it is prone to bushfire. Existing vegetation types across Ourimbah present a range from 'extreme' to 'low' fire risk. Development within bushfire prone land is possible with the right mechanisms for risk reduction, including:

- Establishing appropriate setbacks to habitable developments according to surrounding vegetation and slope;
- Using the appropriate construction methods and materials for highly affected sites;
- Ensuring the ongoing managed clearing and maintenance of vegetation, fire service access trails and evacuation points; and
- The combined use of fire trails and leisure paths for bushwalking and bike riding.

Ourimbah's steep land and ridgelines are important landscape features, contributing to the area's uniqueness and identity. These features can also pose a hazard, including through the potential for landslip or subsidence, or by limiting safe evacuation or emergency response during extreme weather events. Development proposed on steep land will need to:

- Consider and appropriately manage the visual impacts of development, including as a result of land clearing, the location of roads and building heights, to preserve the scenic values of ridgelines; and
- Ensure building and construction types and driveway access are appropriate.

Hazardous events arise from naturally-occurring processes, which are important for maintaining healthy ecosystems. Acute and ongoing management requirements to protect people and property, such as clearing vegetation, filling land or establishing new flood storage areas, can have irreversible impacts on local ecological systems. These impacts can occur at a single-site level, or cumulatively as a neighbourhood or precinct develops over time. This will be an ongoing consideration for planning as Ourimbah grows, and development expands within the landscape.

Signposting where hazards are likely to occur will assist all stakeholders with decision-making. The mapping presented in this report for flood risk and slope identify areas that:

- Are relatively unconstrained, meaning the land has less than a 15% slope, and either does not have a flood hazard rating, or has a low flood hazard rating.
- Will be subject to additional management considerations, in line with Council policy and development control plans. This generally refers to land with a slope between 15% and 35%, and/or is categorised as flood storage. More detailed hazard assessments will be required for development in these areas.
- Are highly constrained, referring to land with a slope of over 35% and/or have a high flood hazard rating or are categorised as a floodway. Development in these areas is not probable, but may be considered subject to detailed hazard assessments.

### Flooding

Cut Rock Creek, Chittaway Creek, and Dog Trap Gully all converge with Bangalow Creek within the Strategy area. Collectively, these waterways form sub-catchment areas to the broader Ourimbah Creek catchment. Frequent and hazardous flooding, particularly from Cut Rock and Bangalow Creeks, affect key access routes to and through Ourimbah, and pose some of the highest levels of risk to life within the broader catchment. This was identified by stakeholders and the broader community as a priority concern when considering future growth and change throughout the Strategy area.

Flooding will always be an important consideration for planning at Ourimbah. To support this, Council will continue to review and update relevant flood hazard information, including mapping, and implement managed responses to flood risk. These responses will include the use of planning controls (e.g. LEP and DCP) to influence where new development is located, designed and managed, coordinate improvements to existing infrastructure (e.g. raising key access roads), or otherwise support improved emergency response (e.g. flood education, flood prediction and warning systems).

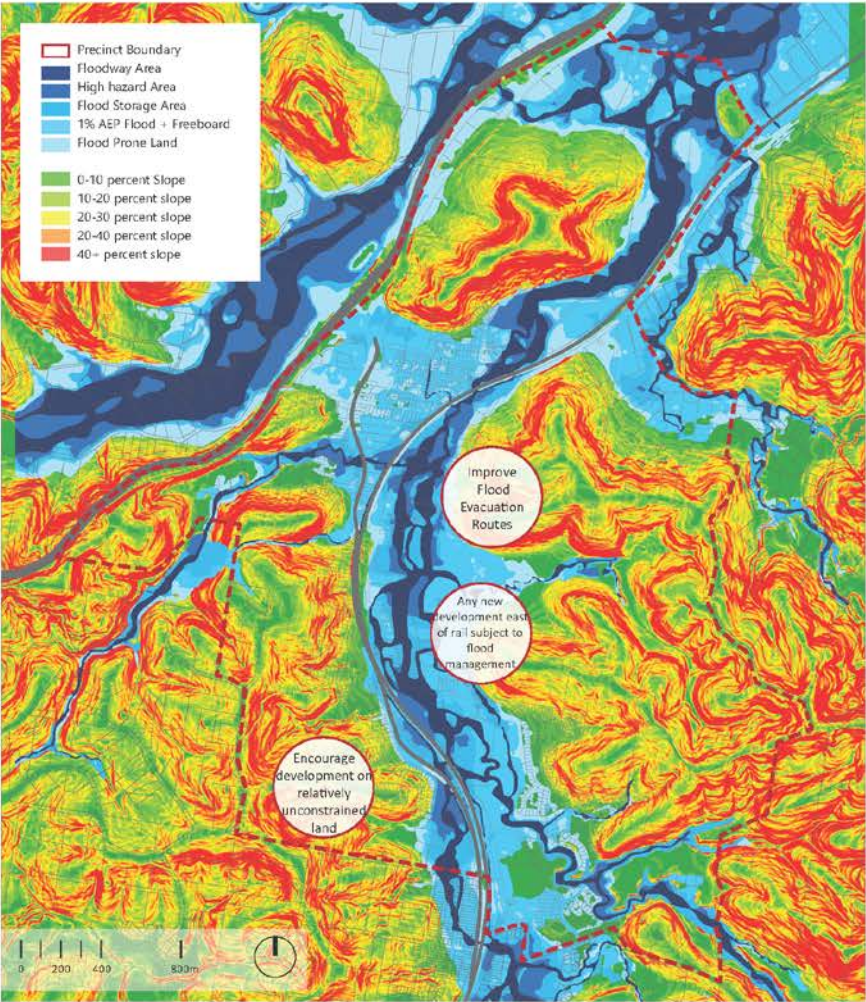


Fig 3.15: Area-wide Planning for Hazards Strategy Map

AREA-WIDE POLICY OBJECTIVES

- Align strategic hazard management initiatives with environmental and infrastructure initiatives, such as conservation planning or transport improvements.
- Maintain up-to-date and publicly available information relating to hazards, including flooding and fire, to signpost risk and inform decision making.
- Appropriately identify hazard protection and emergency management requirements in planning controls and guidelines (e.g. Council's LEP and DCP).
- Consider the implications of changing climate conditions on future hazard mapping and modelling.
- Require new development proposals to demonstrate that appropriate protection measures can be implemented and required these to be delivered prior to occupation.

Disclaimer:

Flood mapping and slope analysis provided by Council was correct at the time of publication. This information is provided for context only, and is not suitable for site-specific assessment. Any information relating to hazards, including bushfire, landslip and flooding, must be verified by the proponent in relation to any site-specific land use or development proposal. Proponents should seek advice from Council to obtain relevant planning guidelines and data.

## STRATEGY 7: Community Infrastructure and Public Domain

### DESIRED FUTURE OUTCOMES

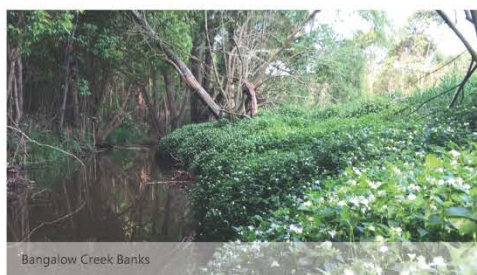
- The level of community infrastructure in Ourimbah is planned to exceed the demands of its resident population, recognising its relevance as an easily accessible and popular regional destination that attracts a high volume of visitors every day.
- Local streets and paths provide an attractive environment for people, and encourage more people to walk or cycle for local trips made within the area (e.g. from home or the Train Station to the Town Centre or Uni).
- Ourimbah's network of open space protects and connects natural areas, supporting a semi-rural lifestyle that makes the area a popular location to live and visit.
- People can easily find their way between major destinations, including the Town Centre, Train Station, University and RSL, etc.
- The built environment around the Motorway Interchange and the Train Station are designed to present a welcoming gateway to Ourimbah, reflecting its local character and facilitating people to safely and easily move through and around the area.



Bill Sohler Park (SOURCE: Google Street View)



Edye Road



Bangalow Creek Banks

Fig 3.16: Ourimbah in Photos

### SETTING THE SCENE

Ourimbah already offers a distinctive mixture of community infrastructure. Some elements are principally intended to serve the local community, while others attract users from further afield. The areas low-lying and heavily floodprone areas are used efficiently to accommodate extensive playing fields and recreational facilities serving wide-ranging user groups. Bill Sohler Park, for example, has a variety of facilities including the Community Hall. It serves as a centre of recreation and sports in Ourimbah with six tennis courts, cricket and rugby fields, skate ramp, change rooms and a variety of other sports facilities. It also has a large new playground with swings, climbing structures and picnic facilities.

Smaller local parks with play equipment are also well-distributed throughout Ourimbah, including Cambridge Circle/Lara Close Reserve in the north, Lions Park in the centre, and Cutrock Park in the south. Public toilets are currently available in the Town Centre (Glen Street), at a Bill Sohler Park and Ourimbah Rugby Park.

The area already has a range of childcare and educational facilities, catering to students from pre-school through to University. An important focus of this is the University Campus, which accommodates Hunter TAFE, the University of Newcastle and Central Coast Community College. The area, more broadly, is well-served by a range of pre-schools and childcare centres, and a public school (K-6).

Strategy 2. Housing: identifies opportunities to support housing growth and provide increased residential densities in appropriate locations throughout Ourimbah. This may lead to population growth occurring faster than currently projected. It will assist in supporting investment to retain existing facilities and attract new services. It may also generate greater demand for community infrastructure than is currently anticipated. This will be an important consideration for Council when identifying and investing in improved or new community infrastructure in Ourimbah.

Strategy 1. Movement and connectivity: highlights the ongoing challenge of physically linking natural places, residential areas and community facilities throughout the area. While access from outside Ourimbah is made relatively easy by the proximity to the Motorway, Highway and Train station, existing barriers to local access, including safety and management considerations, makes walking or cycling between places difficult. Leveraging new development to better utilise and enhance the area's existing networks of roads, pathway and fire trails will improve wayfinding and people's ability to move through the area.

Marking entry points to Ourimbah, and important destinations within the area, will provide opportunities to reflect the area's character, assist people finding their way, and support local services and businesses to grow. This can be achieved through incorporating appropriate design responses at gateways, particularly around the Motorway Interchange and within the Township. Design responses could relate to landscaping, architecture or signage, with preliminary considerations provided below.

- **Motorway Interchange:** This entry point welcomes traffic exiting the Motorway to Ourimbah, and will increasingly accommodate onward traffic to Gosford. In the long-term vacant land around the interchange will offer larger-scale economic development potential. This could provide further opportunities for landmark buildings, landscaped setbacks and/or public art.
- **Township Gateways:** The northern and southern approaches to the Township along the Highway and the Train Station are important gateways for directing people towards the Town Centre, as well as surrounding facilities at Bill Sohler Park and the University Campus. Along the Highway, there are opportunities utilise the central median, space within Lions Park, and at Station Street to incorporate signage, sculptural features and public art.

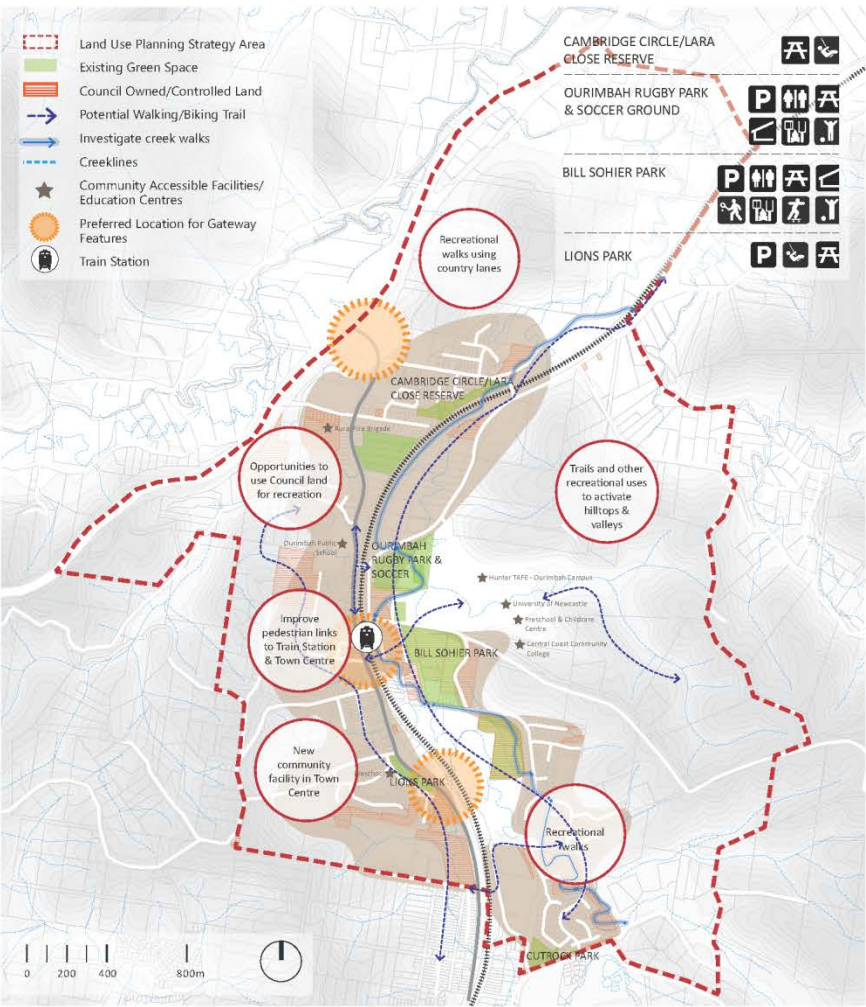
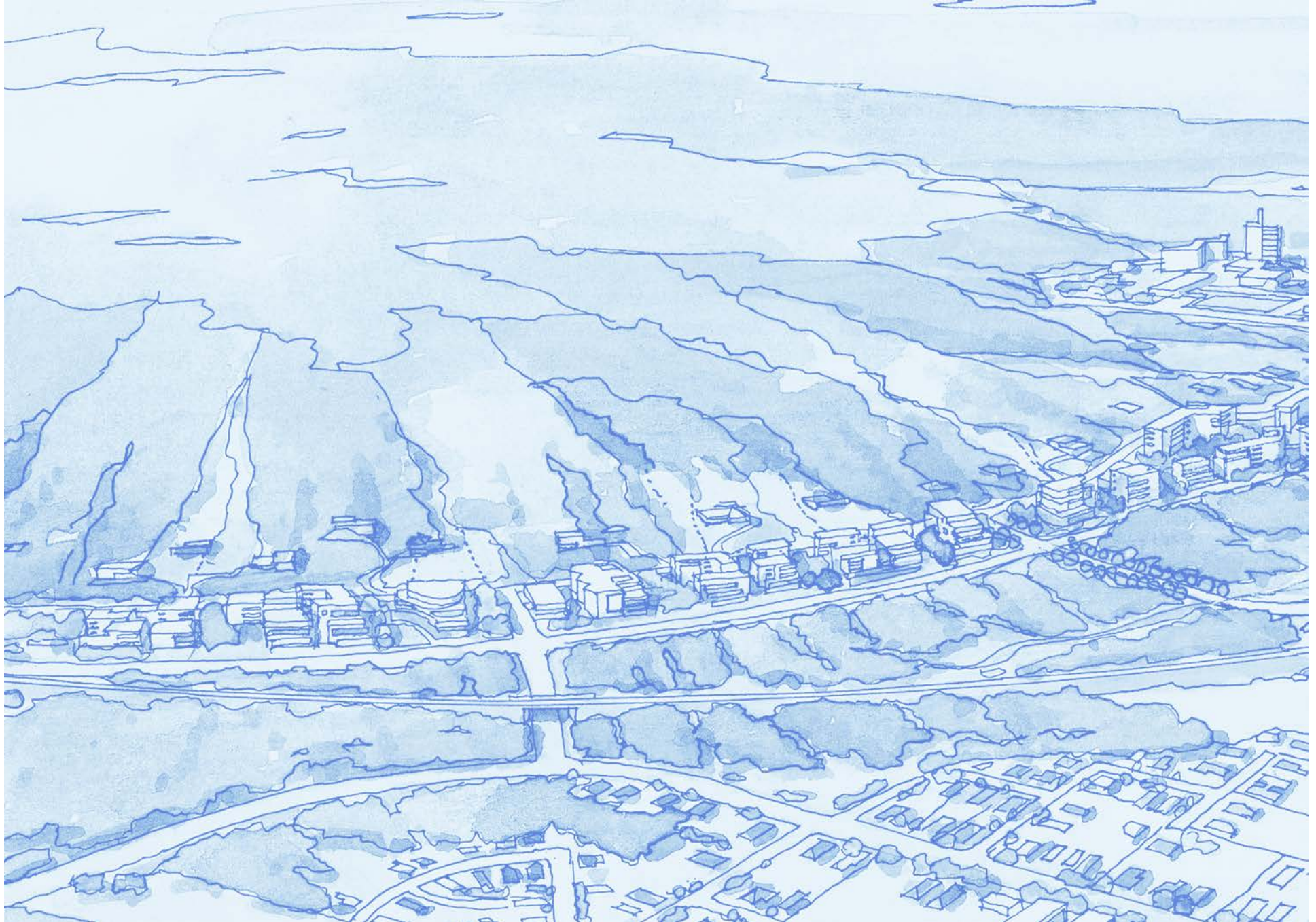


Fig 3.17: Area-wide Community Infrastructure and Public Domain Strategy Map

AREA-WIDE POLICY OBJECTIVES

- Provide a new multi-purpose community centre within, or in close proximity to, the Town Centre.
- Deliver a connected and attractive network of walking and cycling pathways, supported by wayfinding signage.
- Encourage greater public access to and utilisation of natural areas, including through expanding and embellishing public open space areas.
- Encourage an enhanced level of design around gateways.
- Incorporate street tree planting.





## 4.1 INTRODUCTION

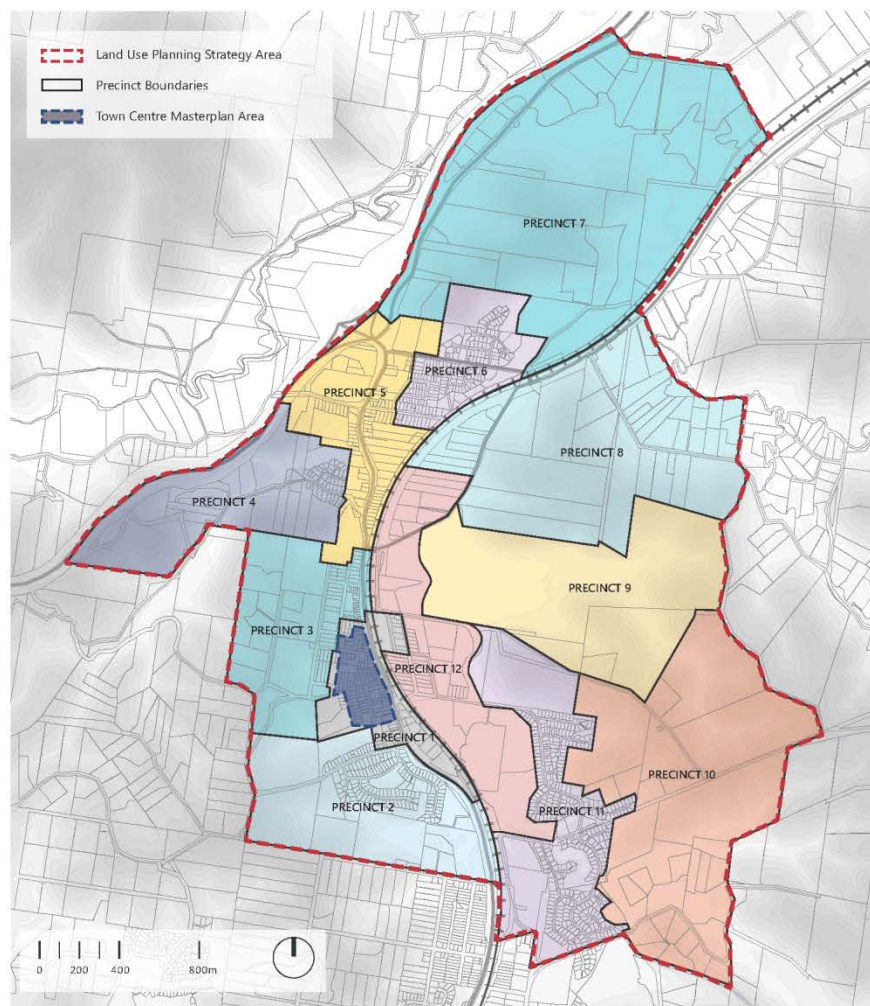


Fig 4.1.1: Ourimbah Precincts Map

There are twelve precincts identified that cover the Land Use Strategy area. It is expected that some of them will see great growth and change in the next 20 years, whereas some will experience modest growth. The precinct areas generally group similar existing and/or desired future uses in the same geographical area, and are a tool to allow more in-depth consideration of planning-related matters.

Precinct 1 includes Ourimbah's Town Centre, which is an important local service delivery point and social meeting place for surrounding communities. Its traditional role and configuration is expected to change as a result of Highway upgrades, and growth planned in other centres across the Central Coast. Future development within the Town Centre will be guided by the masterplan provided in Precinct 1. This outlines opportunities to reconfigure the Main Street away from the Highway, enhancing the local character and heritage features, and improving the public domain to create an environment that is safer and more enjoyable for people. This will attract more people into the Town Centre, and encourage them to stay longer.

This section sets out planning considerations and concepts for twelve Precincts (Precinct Plan), which cover the entirety of the Land Use Planning strategy area. Some of these Precincts are anticipated to see substantial growth or transformation in the coming decades, while others will experience more modest change. The Precinct boundaries are intended to identify locations that share similar characteristics and desired future outcomes, allowing for a more in-depth consideration of planning-related matters.

Each Precinct Plan provides a high-level overview of planning considerations, including:

Recommended typologies, based on a Rural-Urban Transect (described in more detail below);

- A Setting the Scene narrative, describing the contextual basis for planning;
- General Objectives, identifying Area-wide strategies that are particularly relevant within the Precinct;
- Desired Future Outcomes, describing how the General Objectives will be applied within the Precinct; and
- Implementing Change, relating to strategies or actions that will be delivered by Council to achieve the Desired Future Outcomes described.

Each Precinct Plan includes a series of maps to illustrate key points. Information presented on each map is based on a high-level analysis of currently available data. Subsequent planning investigations and assessments will be required to support detailed planning proposals, including to rezone land.

### RELATIVELY UNCONSTRAINED LAND (CATEGORY 1 AND CATEGORY 2)

Precinct plans maps identify 'relatively unconstrained lands' that may be suitable for development, based on a limited range of constraint factors:

- **Category 1** lands identify areas with no current flood rating and a slope of less than 15%.
- **Category 2** lands identifying areas known to be flood liable (including lands identified as flood-prone, 1% AEP + freeboard, and flood storage), and a slope of between 15-20%.

Flood ratings have been derived from Council's current flood maps, and must be verified through subsequent planning investigations.

### RURAL-URBAN TRANSECT (LANDSCAPE TYPOLOGIES)

Ourimbah's urban and non-urban areas contribute to its character and community. The Rural-Urban transect, summarised in Figure 4.1.2, describes eight typologies that generally apply to Ourimbah's context. Descriptions of general planning considerations that apply to each typology are intended to guide the placement and form of buildings within the landscape.

A precinct may contain more than one typology, and an area may, in time, transition from one typology to another.

### INVESTIGATION AREAS

Investigation Areas are identified in some Precincts, particularly where higher levels of growth are encouraged, to indicate the preferred locations for urban expansion. Investigation Area tables outline preferred landscape typologies and other considerations as a basis for future planning.

Investigation Area boundaries are indicative, and all areas will be subject to further assessment to establish new planning controls, including rezonings. It is possible that lands within identified Investigation Areas may be determined unsuitable for some types of development.

Any proposed changes to planning controls will be publicly exhibited, as per Council's policy, to allow for community feedback on more detailed assessments.

### PATHWAY NETWORK

Recommendations are provided for establishing a well-connected pathway network. This aims to utilise roadways, country lanes, fire access tracks and creek lines, where suitable, to provide safe, attractive and convenient walking and cycling routes. The ultimate alignment, design specifications and management requirements for any length of pathway will be determined through sequential levels of planning. This will allow for site-specific impacts such as flooding or privacy, to be considered in more detail.

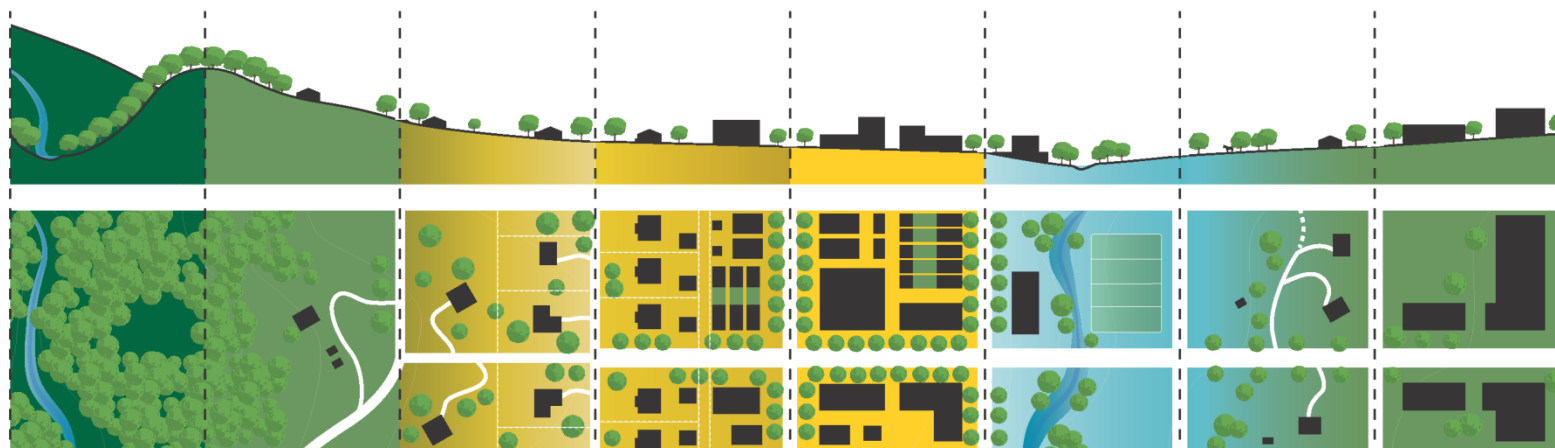
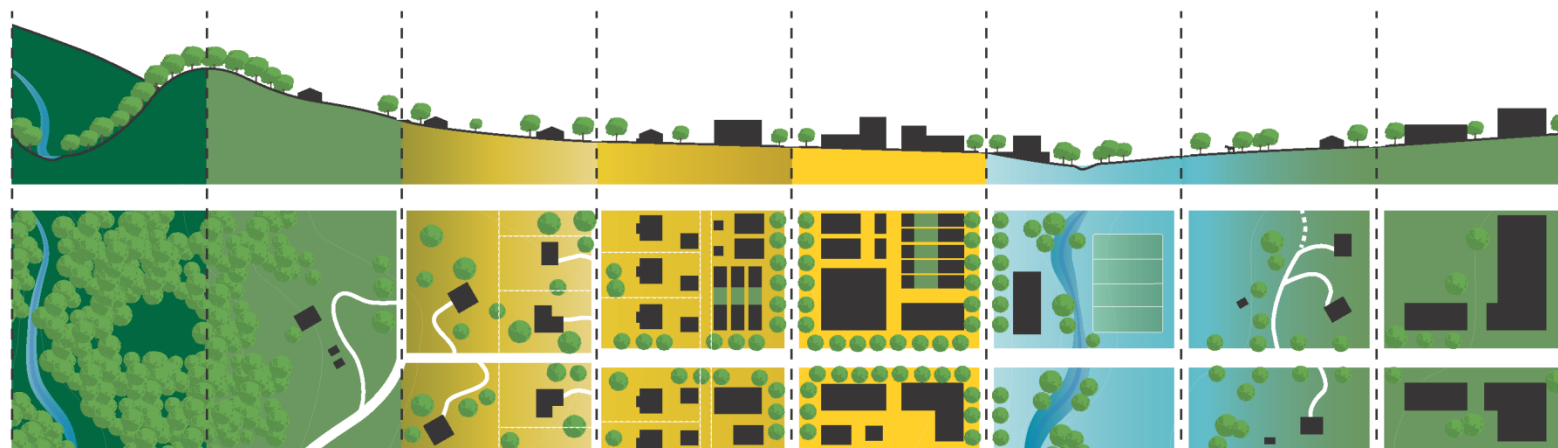


Fig 4.1.2: Rural-Urban Transect

Transect Typology	T1: Rugged Terrain	T2: Bushland Residential	T3: Suburban	T4: Small lot / medium density	T5: Town centre	T6: Floodplain	T7: Rural residential	SD: Special district
Predominant land uses	<ul style="list-style-type: none"> <li>Environmental</li> <li>Rural industries</li> <li>Recreation</li> </ul>	<ul style="list-style-type: none"> <li>Environmental</li> <li>Rural industries Rural residential</li> <li>Recreation</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use, predominantly commercial and residential</li> </ul>	<ul style="list-style-type: none"> <li>Environmental</li> <li>Recreation</li> <li>Rural industries</li> <li>Specialised uses (dependent on flood planning)</li> </ul>	<ul style="list-style-type: none"> <li>Environmental</li> <li>Recreation</li> <li>Rural industries</li> </ul>	<ul style="list-style-type: none"> <li>Commercial and institutional</li> </ul>
Movement and connectivity	<ul style="list-style-type: none"> <li>Access limited by topography</li> <li>Country lanes accommodate shared traffic</li> <li>Fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Access limited by topography</li> <li>Country lanes accommodate shared traffic</li> <li>Fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Further from public transport connections</li> <li>Walking/cycling connections available to main destinations (e.g. Town Centre, Uni, local schools and parklands)</li> </ul>	<ul style="list-style-type: none"> <li>Close to public transport connections (generally &lt;1km)</li> <li>Walking/cycling connections available to main destinations (e.g. Town Centre, Uni, local schools and parklands)</li> </ul>	<ul style="list-style-type: none"> <li>Visible and accessible from Highway</li> <li>Main public transport interchange (road and rail)</li> <li>High quality walking/cycling connections throughout</li> <li>Public parking also caters for commuters</li> </ul>	<ul style="list-style-type: none"> <li>Flood evacuation routes provided to minimise isolation in flood events</li> <li>Off-road walking/cycling connections minimise threat of flooding to people and infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Flood evacuation routes provided to minimise isolation in flood events</li> <li>Off-road walking/cycling connections minimise threat of flooding to people and infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Accessible to public transport networks, wherever practical</li> <li>Generally signposted from Highway</li> <li>Parking to accommodate workers and service users</li> </ul>
Housing	<ul style="list-style-type: none"> <li>Homesteads on large landholdings</li> </ul>	<ul style="list-style-type: none"> <li>Homesteads on large landholdings</li> <li>Bushblocks and hobby farms</li> </ul>	<ul style="list-style-type: none"> <li>Detached dwellings, including single and dual occupancy lots</li> </ul>	<ul style="list-style-type: none"> <li>Attached and detached dwellings</li> </ul>	<ul style="list-style-type: none"> <li>Attached dwellings, including residential flat buildings and shop-top housing</li> </ul>	<ul style="list-style-type: none"> <li>Flood-resilient forms of housing</li> </ul>	<ul style="list-style-type: none"> <li>Homesteads on large landholdings</li> <li>Hobby farms</li> </ul>	<ul style="list-style-type: none"> <li>Specialised forms of housing (e.g. student accommodation)</li> </ul>

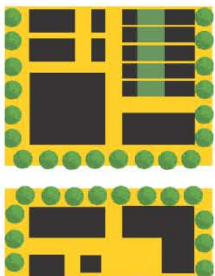


Transect Typology	T1: Rugged Terrain	T2: Bushland Residential	T3: Suburban	T4: Small lot / medium density	T5: Town centre	T6: Floodplain	T7: Rural residential	SD: Special district
Economic development and employment	<ul style="list-style-type: none"> <li>Agribusiness</li> </ul>	<ul style="list-style-type: none"> <li>Agribusiness</li> <li>Other industries, subject to site and hazard management considerations (e.g. fire)</li> </ul>	<ul style="list-style-type: none"> <li>Neighbourhood shops</li> <li>Home-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>Neighbourhood shops</li> <li>Home-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>Commercial, including retail</li> <li>Public services</li> <li>Home-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>Agribusiness</li> <li>Other industries, subject to site and hazard management considerations (e.g. flood)</li> </ul>	<ul style="list-style-type: none"> <li>Agribusiness</li> <li>Specialised industries (dependent on flood planning)</li> </ul>	<ul style="list-style-type: none"> <li>High level of employment-generating uses, dependent on specialism</li> <li>May accommodate commercial uses that cannot be located in Town Centre</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>Large areas managed for conservation through public and private ownership</li> </ul>	<ul style="list-style-type: none"> <li>Large areas managed for conservation through public and private ownership</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and green links through urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and green links through urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and green links through urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and along riparian areas</li> <li>Managed on private properties</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and along riparian areas</li> <li>Managed on private properties</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on location</li> </ul>
Planning for hazards	<ul style="list-style-type: none"> <li>Bushfire-prone, need to balance biodiversity and fire-protection value</li> </ul>	<ul style="list-style-type: none"> <li>Bushfire-prone, need to balance biodiversity and fire-protection values</li> </ul>	<ul style="list-style-type: none"> <li>Can become isolated in flood events, need to provide suitable evacuation routes</li> </ul>	<ul style="list-style-type: none"> <li>May experience flash-flooding, need to consider drainage</li> </ul>	<ul style="list-style-type: none"> <li>May experience flash-flooding, need to consider drainage</li> </ul>	<ul style="list-style-type: none"> <li>Flood-prone, and often isolated in flood events, need to provide suitable evacuation routes</li> </ul>	<ul style="list-style-type: none"> <li>Flood-prone, and often isolated in flood events, need to provide suitable evacuation routes</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on location</li> </ul>
Community infrastructure and public domain	<ul style="list-style-type: none"> <li>Potential for public access to natural areas</li> <li>Pathway network utilises country lanes and fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Potential for public access to natural areas</li> <li>Pathway network utilises country lanes and fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Local parks and reserves</li> <li>Signed path network</li> </ul>	<ul style="list-style-type: none"> <li>Local parks and reserves</li> <li>Community gardens and pocket parks</li> <li>Connected footpaths and cycleways</li> </ul>	<ul style="list-style-type: none"> <li>Highest level of community facilities and services</li> <li>Community gardens and pocket parks</li> <li>Connected footpaths and cycleways</li> <li>End-of-trip cycle facilities</li> </ul>	<ul style="list-style-type: none"> <li>Recreational areas and playing fields</li> <li>Pathway network utilises creeklines</li> </ul>	<ul style="list-style-type: none"> <li>Pathway network utilises country lanes, fire access tracks and creeklines, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on user requirements</li> </ul>

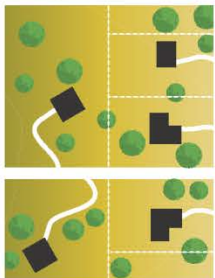
## 4.2 PRECINCT 1

### RECOMMENDED TYPOLOGIES

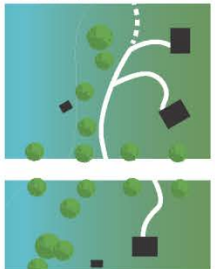
#### T5: Town Centre



#### T7: Small lot/Medium Density; and



#### T6: Floodplain



### SETTING THE SCENE

Precinct 1 includes Ourimbah's Town Centre and Train Station, making it one of the busiest precincts and an important gateway for the area. Its built environment also reflects some of the best examples of Ourimbah's history and character, offering cues to the area's 'timber-getting' past, as well as its continued importance as a transport hub and local service centre.

The Precinct occupies the valley floor, with flood affecting lands around the Train Station and within the existing light industrial area to the south. Existing development within the Precinct already occupies most of the relatively unconstrained land. This limits opportunities for substantial development to occur through urban expansion within the precinct. Growth is expected to occur predominantly through the re-development of existing lots that have already been identified and zoned for urban uses.

Residential properties in and adjoining the Town Centre are predominantly detached dwellings on single lots. Demand for more housing close to public transport, shops and services is expected to increase in the coming decades. Ourimbah is well-placed to cater for this demand through development of a greater diversity of housing, including shop-top housing and apartments in the Town Centre, and medium-density housing within this Precinct.

The existing light industrial area to south of the Precinct already offers an alternative location for larger-footprint businesses in a highly-accessible location. This area has further capacity for development, subject to appropriate flood management, and is expected to continue catering for businesses that benefit from a Highway frontage position and convenient connections to the Town Centre and Train Station.

Despite recent trends indicating local residents don't currently rely on public transport, the Train Station is expected to remain an important gateway for Ourimbah. The pedestrian rail bridge at the Train Station provides a critical east-west connection between Ourimbah's most popular destinations, including the Town Centre to the east and the recreational areas and University Campus to the west. There is also potential for the Station to cater for increasing number of passengers travelling to Ourimbah for study or work, recognising the role of the University Campus as a regional economic asset.

The local road network within the Precinct has historically been influenced by constraints arising from the Precinct's steep topography and waterways. This currently causes vehicles and pedestrians to rely heavily on the Highway for short trips. Public parking for people visiting the Town Centre is predominantly on-street and dispersed across residential roads behind the Main Street. These challenges reduce the attractiveness of walking and cycling, and have the potential to cause local residents to meet their retail and service needs in larger nearby centres, such as Lisarow.

Ourimbah's Main Street currently forms part of the Highway. Recent upgrades to the Highway have already affected landscaping, parking and vehicle and pedestrian crossings, influencing how people access and experience the Town Centre.

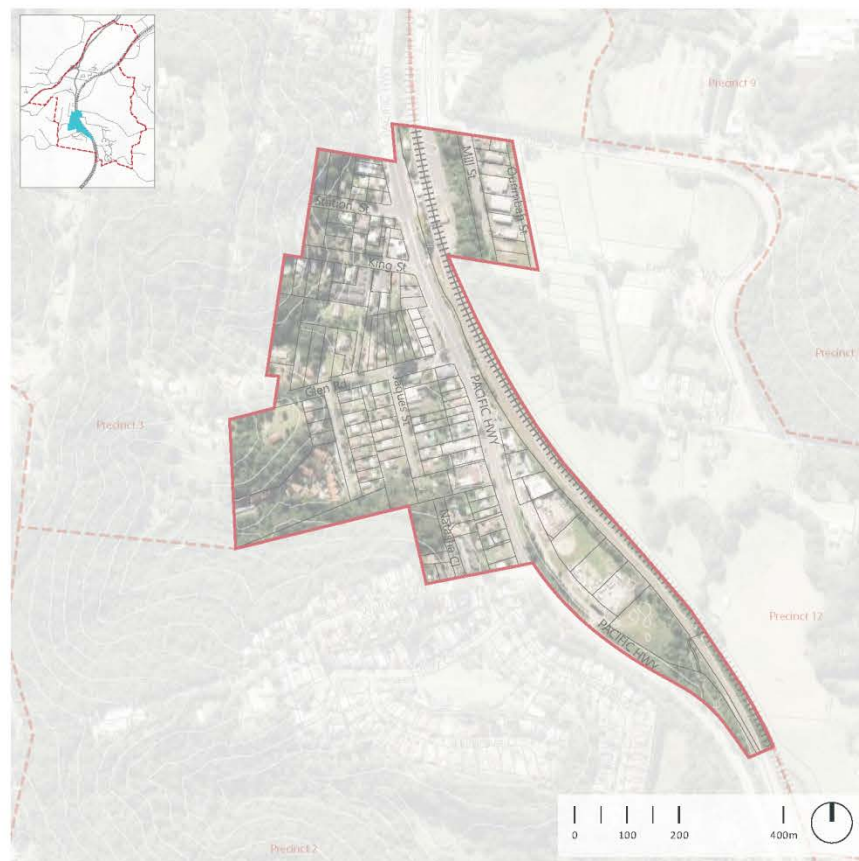


Fig 4.2.1: Precinct Aerial and Contour

Precinct Boundary

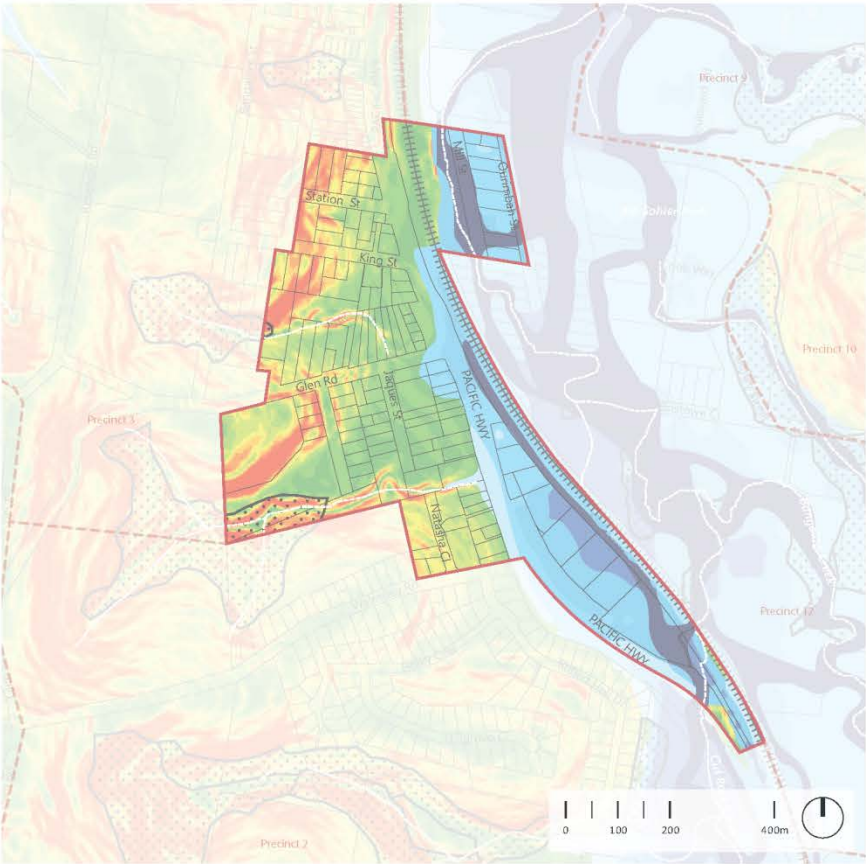


Fig 4.2.2: Constraints and Challenges (Natural)



Fig 4.2.3: Constraints and Challenges (Urban)



**Site Specific Issues**

1. Small residential lots with driveways off Highway
2. No pedestrian link or poor pedestrian link from University and residential areas to the Station
3. Potential missing link
4. No direct access between Natasha Close and Jacques Street dead ends

The ongoing success of Ourimbah's Town Centre, as a local service centre, will rely on creating an environment that encourages people to visit and stay longer. This will be supported by structural changes, to improve local road connections and vehicle circulation, parking, and the public domain. The Town Centre Masterplan, presented later in this Report, describes how this can be achieved.

#### GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Increase the variety of dwellings, including a larger proportion of shop-top housing, smaller detached dwellings or medium-density dwellings;
- Provide convenient connections to the Town Centre and Train Station for walkers, cyclists and motorists;
- Re-orient the Main Street away from the Highway, to create a safer and more attractive Town Centre environment; and;
- Provide secondary local routes, including roads and paths, to reduce vehicle and pedestrian reliance on the Highway for short trips.

#### DESIRED FUTURE OUTCOMES

- The Main Street is re-oriented away from the Highway. Investments in the public domain create a safer and more attractive Town Centre environment, encouraging more people to visit and stay longer.
- Features important to local heritage and character are identified and protected. New development respects and, where possible, incorporates heritage buildings and features into the design.
- Built form reflects the area's context and role as a local service centre. New buildings are moderately-scaled with opportunities for landmark buildings in prominent sites to reach greater heights.
- Sufficient and well-located parking caters appropriately for visitors and commuters.
- New paths through urban and natural areas improve walking and cycling links to key services from adjoining areas.
- The local road network provides a choice of routes to and through the Town Centre, without relying on the Highway.
- Access to Train Station platforms is improved.
- Housing growth occurs:
  - Incrementally, through re-development of established residential lots to provide more medium-density housing; and;
  - Substantially, through mixed-use, shop-top apartments and residential flat building developments in the Town Centre.

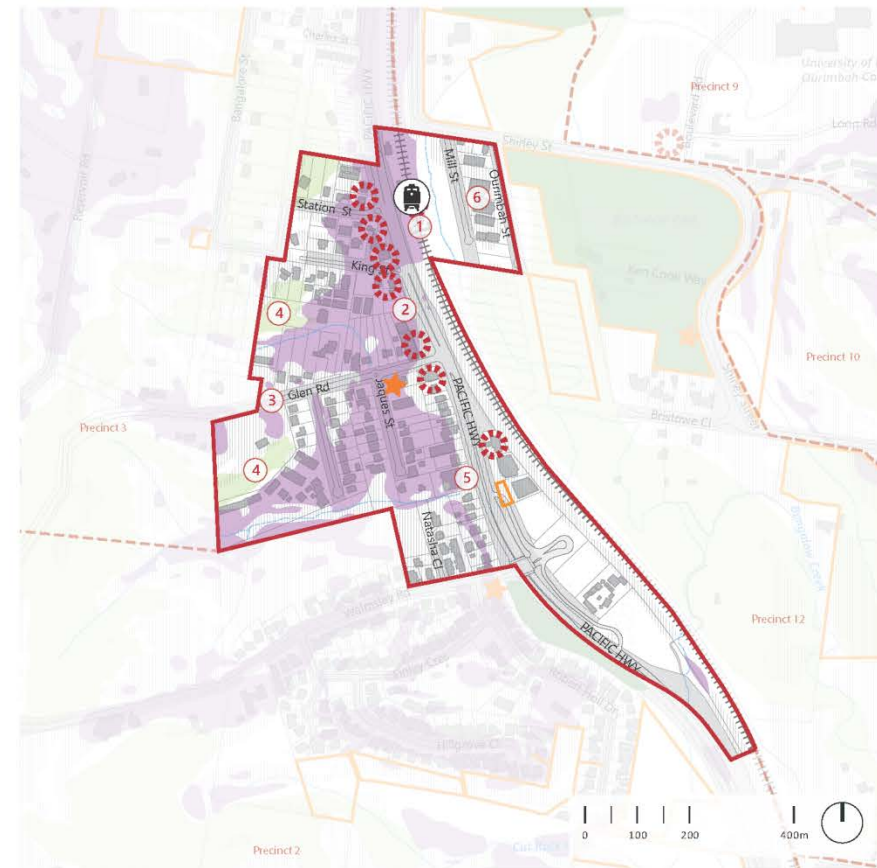


Fig 4.2.4: Strengths and Opportunities



**IMPLEMENTING CHANGE**

- Council will continue to work with the State Government to plan and manage State transport networks, including the Highway and Train Station.
- Council will advocate for upgrades to improve access to Train Station Platforms.
- Redevelopment opportunities to encourage medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- Council will implement the changes outlined in the Town Centre Masterplan. This will include amendments to Council's existing planning controls (e.g. LEP and DCP), the preparation of a Public Domain Plan. It will be supported by various funding initiatives, including Local Contributions Plans.

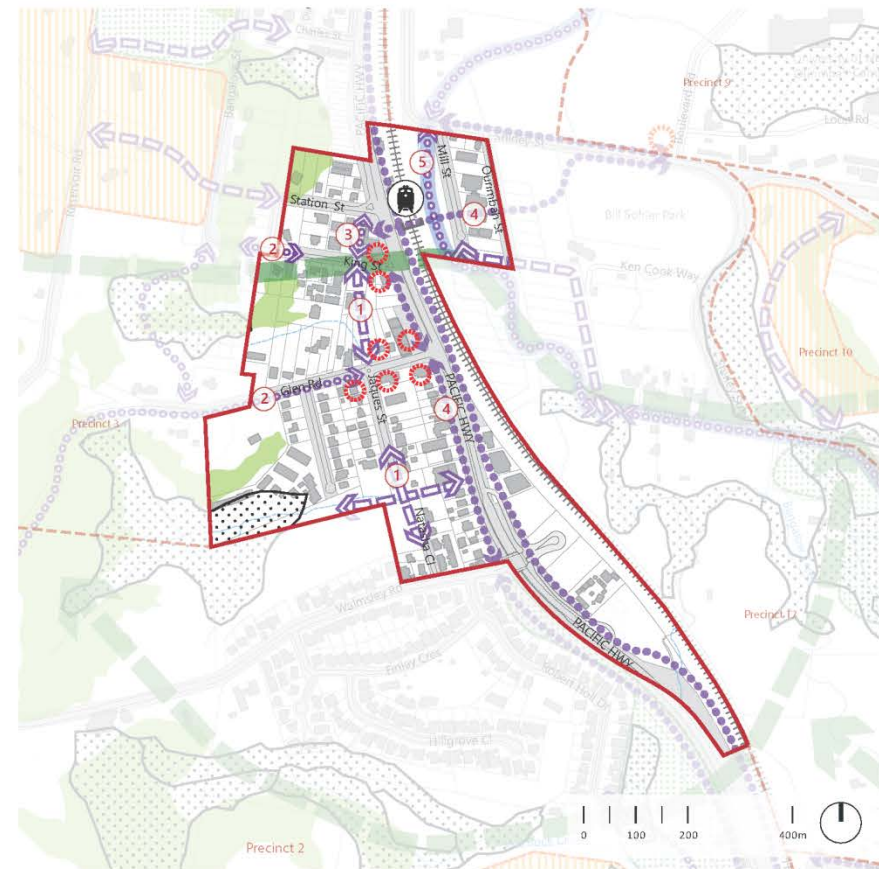
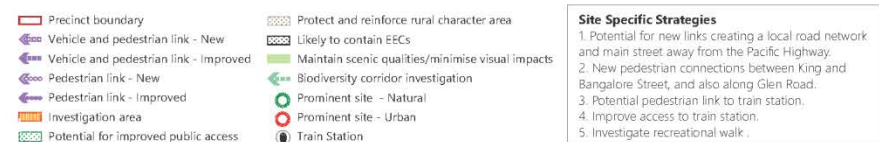


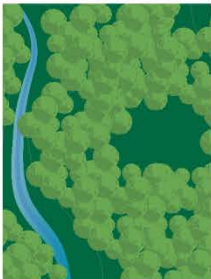
Fig 4.2.5: Strategies



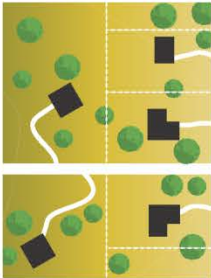
# 4.3 PRECINCT 2

## RECOMMENDED TYPOLOGIES

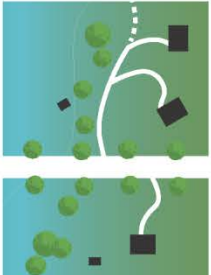
### T1: Rugged Terrain



### T3: Suburban



### T7: Rural Residential



## SETTING THE SCENE

Precinct 2 adjoins the Town Centre to the south, is located less than 1.5km from the Train Station, and is close to neighbouring residential areas in Lisarow. The Precinct is bisected by Cut Rock Creek, flowing eastward to Bangalow Creek. The area's easternmost areas are heavily prone to flooding.

Cut Rock Creek's riparian corridor forms the southern boundary of an established residential subdivision. This area comprises mostly single-storey detached dwellings on lots ranging from 450m<sup>2</sup> to over 1,000m<sup>2</sup>. The ability of this area to physically expand is limited by steeply sloping and heavily vegetated hillsides to the north, west and south, and by the Highway to the east. Future housing growth and renewal may occur in this area through the re-development or subdivision of existing residential lots.

The Precinct's local roads, Walmsley Road and Teralba Street, are generally suitable for the levels of traffic they currently sustain. However, footpaths throughout the Precinct are discontinuous, and vehicles and pedestrians currently rely on the Highway to access the Town Center and Train Station to the north, or to safely cross the Highway via the footbridge to the south.

The Precinct is well-served by recreational facilities and open spaces, including Lion's Park, Council reserves, Cut Rock Creek's riparian corridor, and the undeveloped western hills. These areas will continue to be maintained to maintain the area's scenic qualities and support environmental outcomes, including biodiversity conservation and floodrisk management.

There is an area of relatively flat and flood-free land located to the south of the Precinct. This area has largely been cleared to accommodate existing large lot and rural residential uses fronting Teralba Street, and may be suitable for future residential development, subject to further planning investigations.

The Precinct is generally accessible to existing water and power trunk infrastructure.

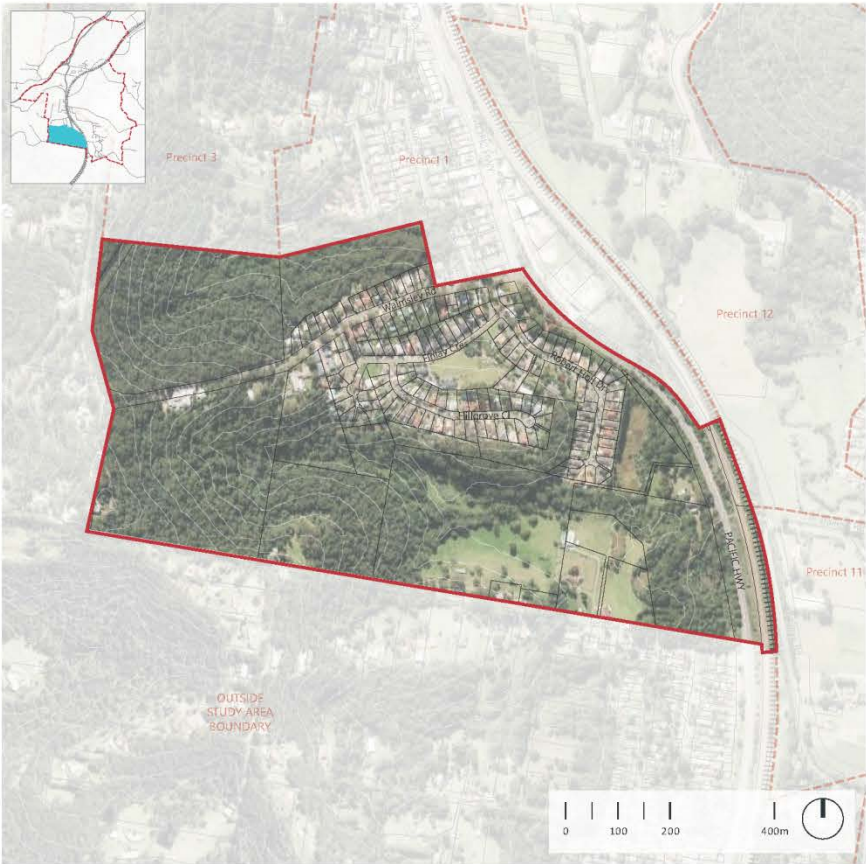


Fig 4.3.1: Precinct Aerial and Contour

Precinct Boundary

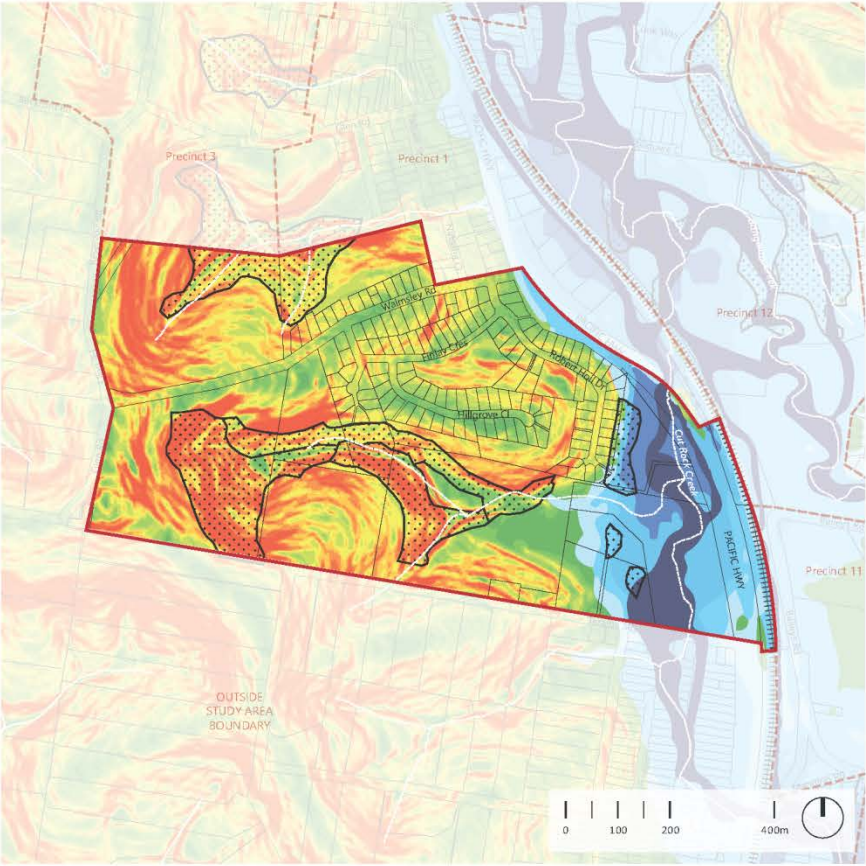


Fig 4.3.2: Constraints and Challenges (Natural)

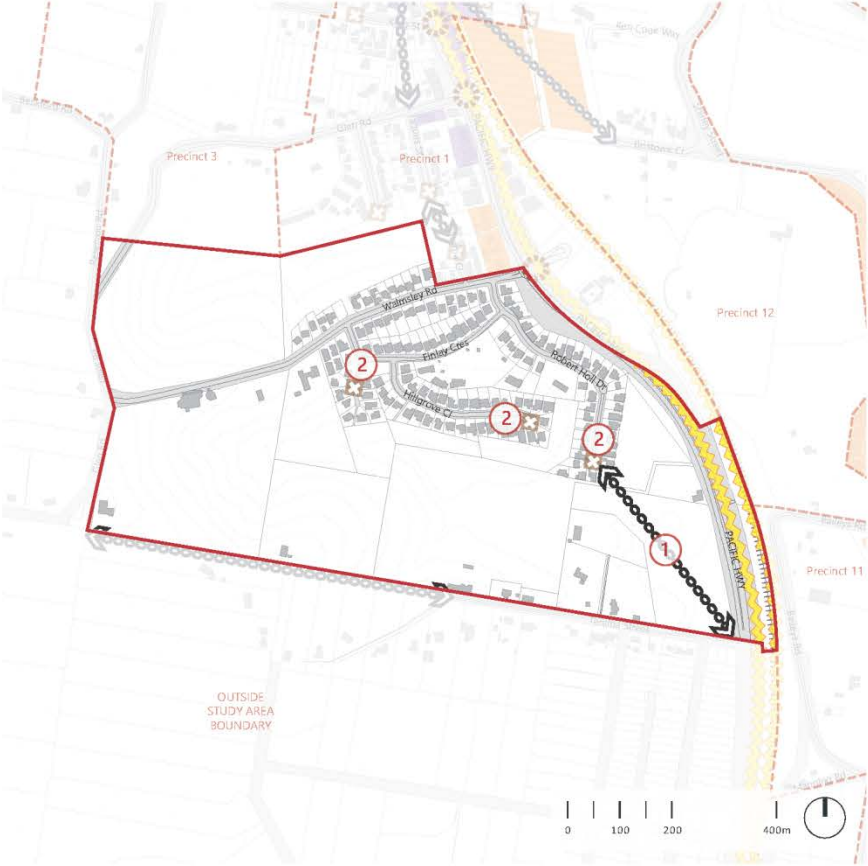


Fig 4.3.3 Constraints and Challenges (Urban)



**Site Specific Issues**

1. No direct access from residential neighbourhood to the overpass over Pacific Highway.

2. Dead end streets with no onward connection.

### GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Increase the variety of dwellings, including a larger proportion of smaller detached dwellings or medium-density dwellings;
- Provide secondary local routes, including roads and paths, to reduce vehicle and pedestrian reliance on the Highway for short trips;
- Increase public access to natural areas and safely provide an attractive environment for walking and cycling to/from nearby popular destinations; and
- Maintain or, where possible, strengthen habitat connectivity.

### DESIRED FUTURE OUTCOMES

- Development takes advantage of the Precinct's natural beauty, proximity to the Town Centre, and accessibility to major transport networks, while protecting its natural and scenic qualities.
- New paths, including off-road paths through natural areas, improve walking and cycling links.
- Investments in environmental conservation serve to protect and rehabilitate natural corridors.
- Housing growth occurs:
  - Incrementally, through re-development of established residential lots to provide medium-density housing; and
  - Substantially, through new residential development along Teralba Street, subject to detailed planning assessment.
- Investigate opportunities to improve connections between new residential development along Teralba St and the established neighbourhoods along Walmsley Road, particularly where this provides pedestrian access or can reduce vehicle reliance on the Highway for local trips.

### IMPLEMENTING CHANGE

- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 2.1. This should, at minimum, identify precinct-level responses to address biodiversity, bushfire, flooding and drainage issues. It will be used to inform a strategy for collecting developer contributions toward funding local infrastructure improvements.
- Council may consider opportunities to extend public access into, or through, its existing reserves to enhance the open space network and improve walking and cycling links.
- Redevelopment opportunities to provide medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.

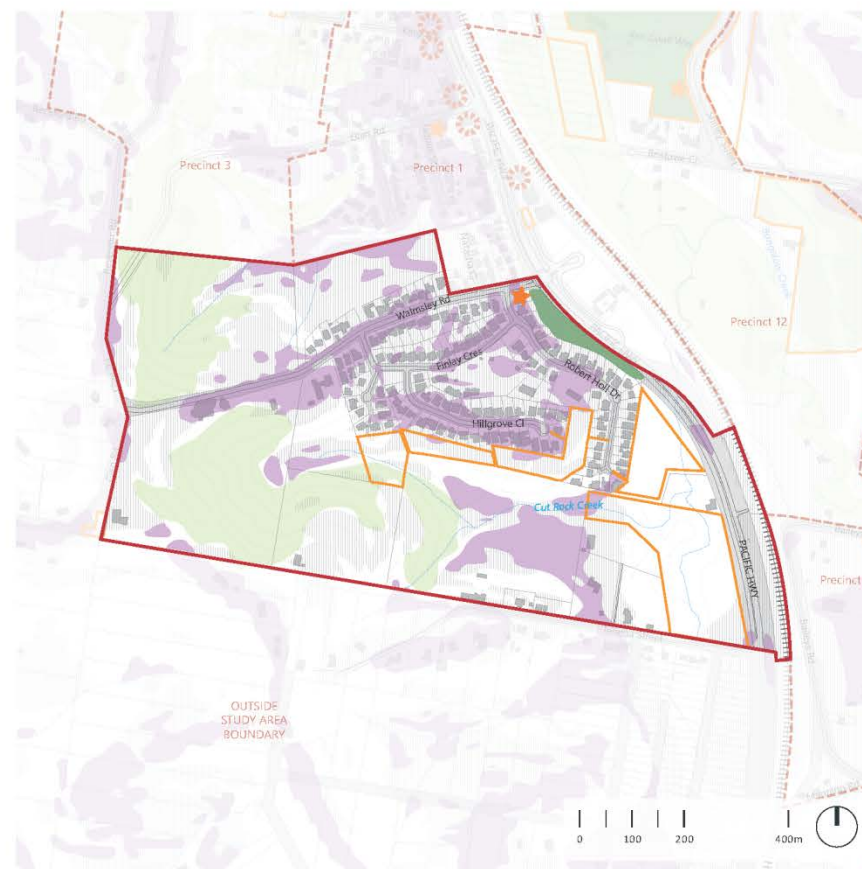


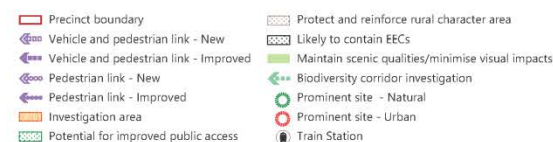
Fig 4.3.4: Strengths and Opportunities



Investigation area 2.1 (Teralba Street)	
Current controls	Around 5.1ha in E4 (Environmental Living), minimum 2ha lot size Around 1.7 ha in E3 (Environmental Management), minimum 40ha lot size
Land use change objective	Transition from T7: Rural Residential to T3:Suburban
Yield assumptions and limitations	6.8ha: Gross area 4.8ha: Estimated net area Known environmental management requirements: biodiversity conservation, flood detention, bushfire protection
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Walking / cycling paths to Town Centre and Highway footbridge, including footpaths along local roads as well as off-road routes</li> <li>Stormwater drainage systems</li> <li>Open space and conservation reserves, particularly along Cut Rock Creek</li> </ul>
Contribute toward Town Centre public domain improvements?	Yes
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Lot sizes ranging from 650-800m<sup>2</sup>, providing a transition from urban to rural residential, and allowing suitable APZs</li> <li>1-2 storey buildings</li> <li>Between 60-70 new dwellings, depending on environmental constraints</li> <li>Mostly detached single dwellings, with some lots offering dual occupancy</li> </ul>



Fig 4.3.5: Strategies

**Site Specific Strategies**

1. Improve links to existing pedestrian bridge, especially along riparian area between Robert Holl Drive and the Pacific Highway.

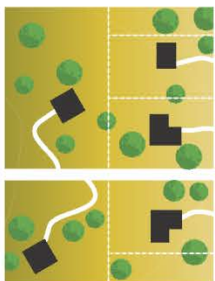
## 4.4 PRECINCT 3

### RECOMMENDED TYPOLOGIES

#### T2: Bushland Residential



#### T3: Suburban



### SETTING THE SCENE

Precinct 3 adjoins the Town Centre to the west, is located less than 1km from the Train Station, and is close to Ourimbah Public School. It occupies a hillside forming part of the western wall to the central valley of Ourimbah, with a relatively level plateau at the summit along Reservoir Road.

An historic residential subdivision occupies the north-eastern part of the Precinct, generally situated between Bangalore Street and the Pacific Highway. The existing subdivision pattern currently offers around 60 lots, ranging in size from 250 – 5,000m<sup>2</sup>. Most of these lots are already constructed, with 2-3 storey detached dwellings set into the hillside and surrounded by bushland. This area also includes the heritage-listed Ourimbah Methodist Church.

Lands situated to the west of Bangalore Street are predominantly rural in character. This includes a group of 13 rural-residential properties, ranging in size from around 1 - 2.5ha, at the summit of the hill along Reservoir Road. Rural residential houses are set in open paddocks divided by lines of trees.

Glimpse views of these steeply rising slopes of the hill within the Precinct are possible from the Highway. These slopes are generally covered in unbroken forest, with existing houses shielded by tall trees. Distant views into the Precinct would predominantly be of tree canopy. The area's extensive vegetation coverage is also important to maintaining habitat links between Dog Trap Gully and Bangalow Creek.

Council owns and manages a large block of steeply forested land to the north of the area, adjoining Ourimbah Public School, which is not currently accessible to the general public. Council also owns a town water reservoir located in the centre of the Precinct at Bangalore Street.

Vehicle access into and within the Precinct, along Reservoir Road, Glen Road and Bangalore Street, generally relies on partially formed or unformed road connections. Existing roads are steep and narrow, terminating in a dead-end at Reservoir Road. Despite the proximity of the Precinct to popular destinations, the area's steeply sloping terrain and lack of through-routes currently present a challenging environment in which to walk or cycle.

This is one of the few Precincts in Ourimbah that is relatively flood-free, with flood risk limited to a small portion to the north. Any new development, particularly urban development would affect overland flows eastward toward the Town Centre. The area is also highly bushfire-prone, and sufficient evacuation routes would be required to support any substantial population growth.

The area is generally accessible to existing water and power trunk infrastructure.

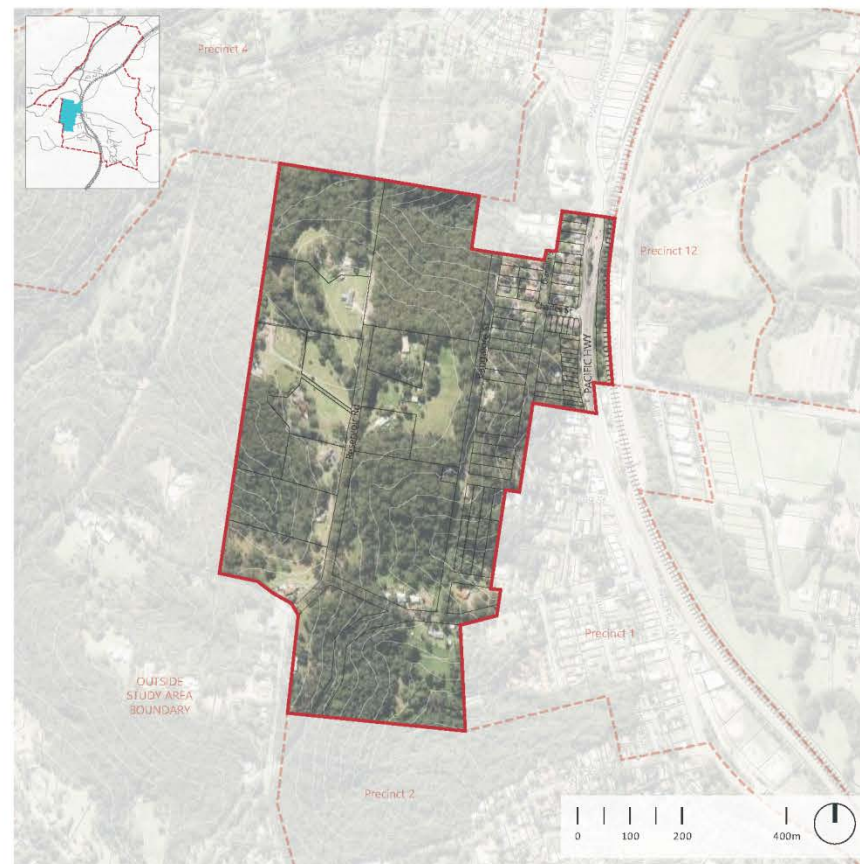


Fig 4.4.1: Precinct Aerial and Contour

— Precinct Boundary

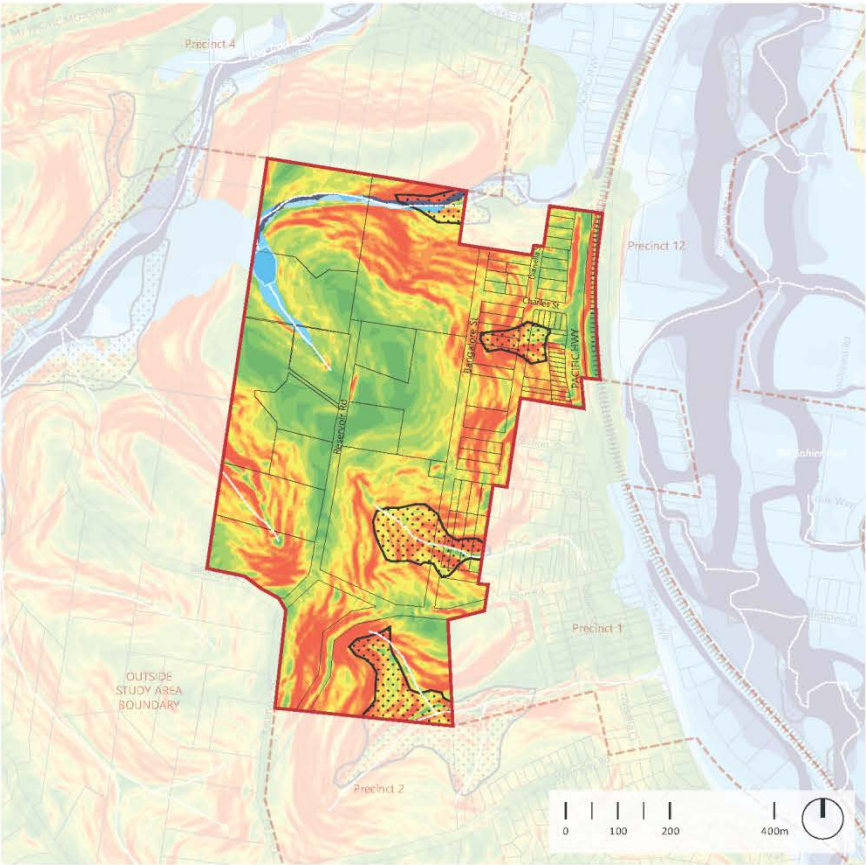


Fig 4.4.2: Constraints and Challenges (Natural)

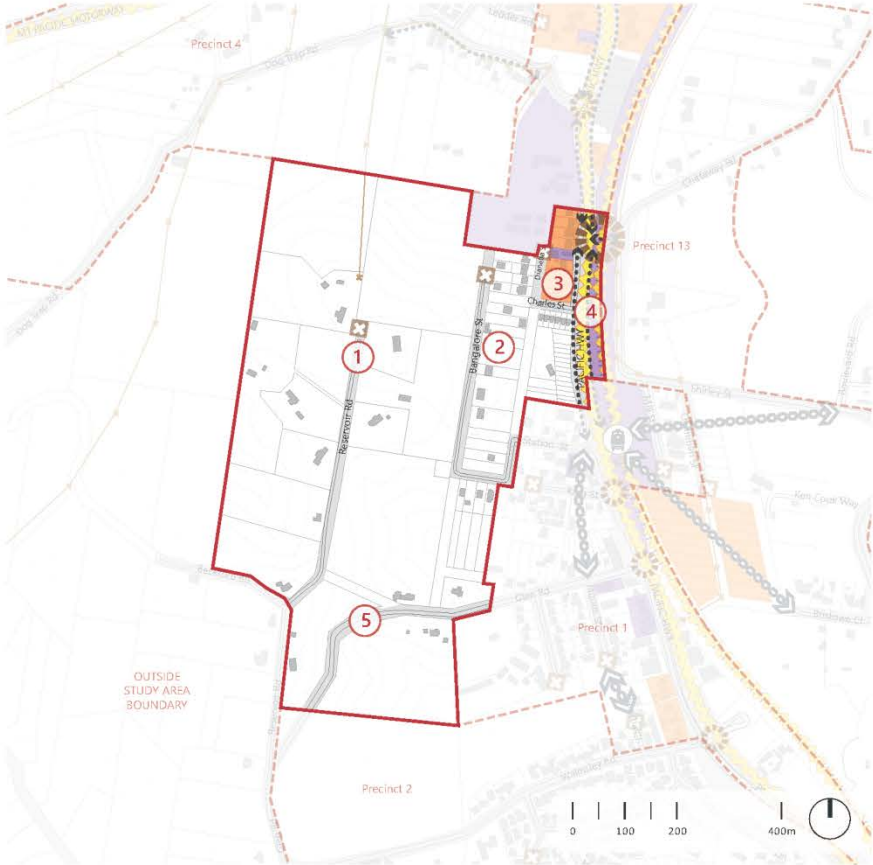


Fig 4.33: Constraints and Challenges (Urban)



**Site Specific Issues**  
1-2. No pedestrian link from residential to Town Centre. Unmade road reserve between Charles St and Bangalore St.  
3. Small residential lots with driveways off Highway.  
4. Missing pedestrian link along Highway to Station.  
5. No pedestrian link to ridgeline along Glen Rd.

### GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Increase the variety of dwellings, including a larger proportion of smaller detached dwellings or medium-density dwellings;
- Increase public access to bushland areas and provide an attractive environment for walking and cycling to/from nearby popular destination;
- Provide alternative evacuation routes to support any population growth;
- Preserve the scenic qualities afforded by the heavily forested hillsides; and
- Maintain or, where possible, strengthen habitat connectivity.

### DESIRED FUTURE OUTCOMES

- Development takes advantage of the Precinct's natural beauty, proximity to the Town Centre, and accessibility to major transport networks, while protecting its natural and scenic qualities.
- New road links, and especially new and improved walking links, improve circulation.
- Investments in environmental conservation strengthen east-west habitat connectivity, focusing on links between Dog Trap Gully and Bangalow Creek.
- Integrated planning for biodiversity, hazards and open space planning creates linked park and bushland areas with public access for recreational use.
- Housing growth occurs:
  - Incrementally, through re-development of established residential lots to provide medium-density housing;
  - Substantially, through new residential development on the hilltop around Reservoir Road, subject to provision of new local road links and improvements.
- Any new residential development west of Bangalow Street provides varied lot sizes that support a transition from the township toward rural residential areas.

### IMPLEMENTING CHANGE

- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 3.1. This should, at minimum, identify precinct-level responses to address vehicle access, bushfire and drainage issues. It will be used to inform a strategy for collecting developer contributions toward funding local infrastructure improvements.
- Council may consider opportunities to extend public access into, or through, its existing reserve to enhance the open space network or facilitate access to new development areas.
- Redevelopment opportunities to provide medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.

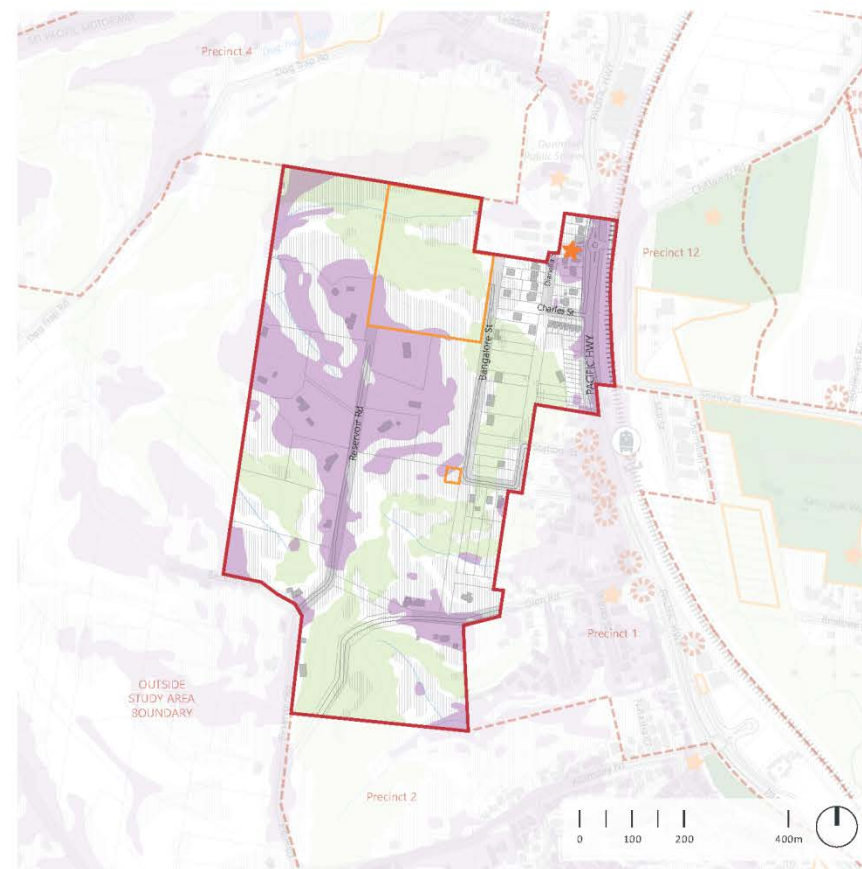


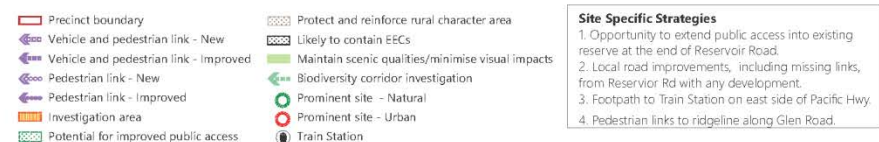
Fig 4.4.4: Strengths and Opportunities



Investigation area 3.1 (Reservoir Road)	
Current controls	3ha in E3 (Environmental Management), minimum 40ha lot size 9.6ha in E4 (Environmental Living), minimum 2ha lot size
Land use change objective	Transition from T2: Bushland Residential to T3: Suburban
Yield assumptions and limitations	12.6ha: Gross area 9ha: Estimated net area Known environmental management requirements: bushfire protection and evacuation
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Local road improvements, including missing links</li> <li>Walking / cycling paths to Town Centre, including off-road routes</li> <li>Stormwater drainage systems</li> <li>Sewer</li> </ul>
Contribute toward Town Centre public domain improvements?	Yes
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Lot sizes providing a transition from urban to rural residential, and allowing suitable APZs. Smaller lot sizes may be considered following a review of Council's Rural Lands</li> <li>1-2 storey buildings</li> <li>Mostly single detached dwellings, with some lots offering dual occupancy</li> </ul>



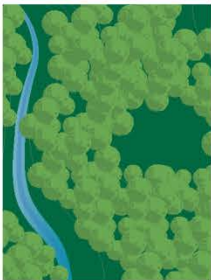
Fig 4.4.5: Strategies



# 4.5 PRECINCT 4

## RECOMMENDED TYPOLOGIES

T1: Rugged Terrain



T2: Bushland  
Residential



## SETTING THE SCENE

Precinct 4 occupies the narrow valley between the Motorway and Reservoir Road ridge. It is situated close to existing Public School and other facilities important for community life, such as the RSL and local churches.

Vehicle access is currently via Dog Trap Road, which provides connections from the Highway through to Peats Ridge via a Motorway underpass. The Precinct generally provides a transition from busy urban uses along the Highway, progressing from traditional suburban to large-lot residential and onward to outlying bushland areas. Opportunities to provide a secondary road network within the Precinct are limited by the Motorway and the area's steeply sloping topography.

The Precinct already accommodates a small residential subdivision with lot sizes ranging from 500-1200m<sup>2</sup>. There is some capacity to accommodate further residential growth within the area already zoned for this purpose.

Dog Trap Gully occupies the central part of the Precinct, forming a northern and western boundary to existing urban areas. This riparian corridor is important to Ourimbah's biodiversity values, habitat connectivity and scenic qualities. It will continue to provide a natural green break through the area.

There are pockets of lands that are relatively unconstrained by slope or flooding along hilltops towards the western areas of the Precinct. These areas already accommodate a mix of rural businesses and rural residential uses. Any development to the west of Dog Trap Gully would be at risk of bushfire, and may be isolated during major flood events.



Fig 4.5.1: Precinct Aerial and Contour

Precinct Boundary

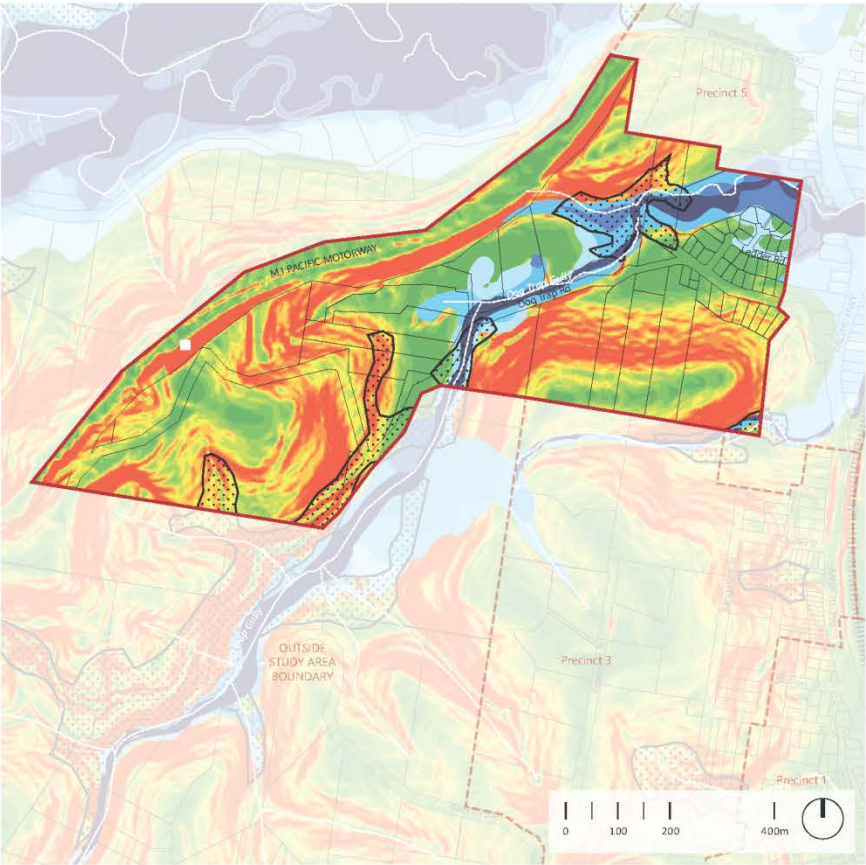


Fig 4.5.2: Constraints and Challenges (Natural)

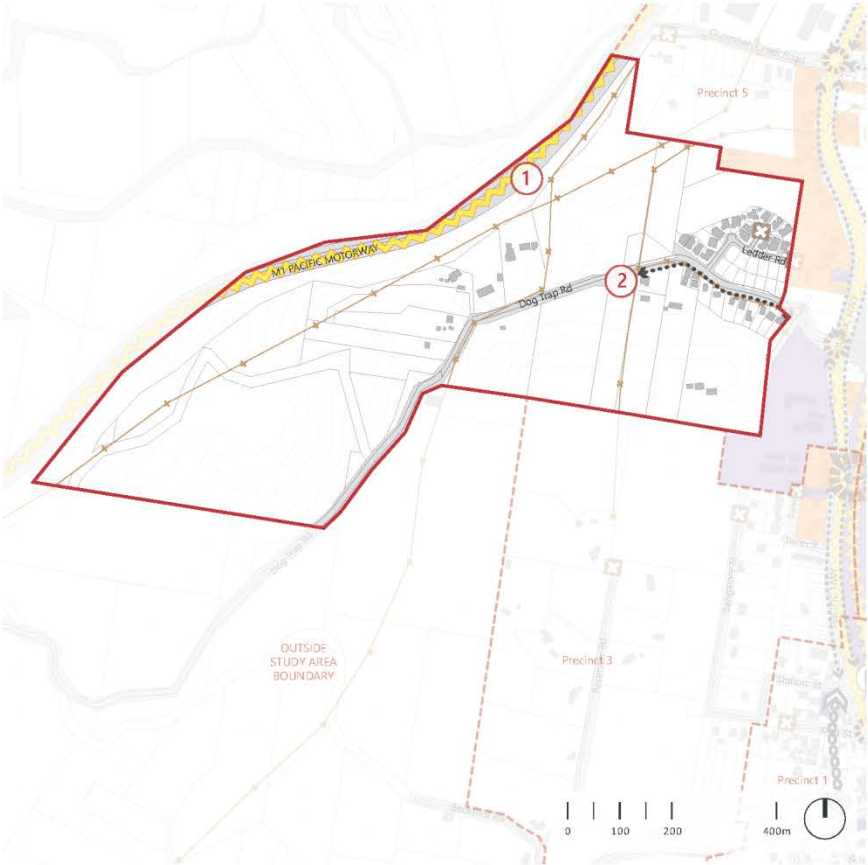


Fig 4.5.3: Constraints and Challenges (Urban)



**Site Specific Issues**

1. Noisy M1 Motorway near rural residential.

2. No footpath from highway to residential and rural business along Dog Trap Road.

GENERAL OBJECTIVES

- Facilitate and support rural businesses in suitable locations;
- Discourage new urban development or uses in locations where risks associated with flood or fire cannot be practicably managed;
- Preserve the scenic qualities afforded by the heavily forested hillsides; and
- Maintain or, where possible, strengthen habitat connectivity.

DESIRED FUTURE OUTCOMES

- Safe walking and cycling routes are provided from existing urban residential areas to the Highway; and
- Areas to the west of Dog Trap Gully maintain a rural character.

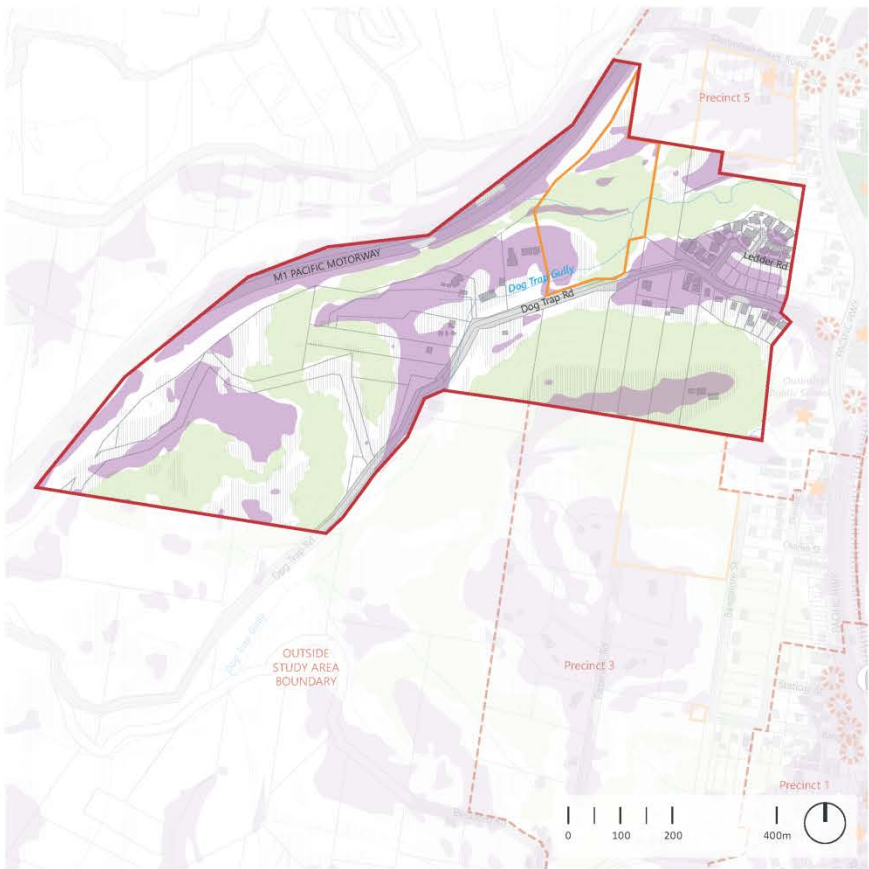
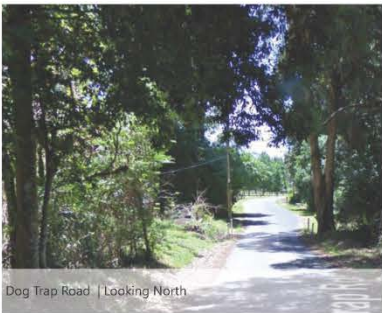


Fig 4.5.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will identify biodiversity conservation and floodrisk management requirements for Dog Trap Gully through other strategic initiatives.



Fig 4.5.6: Strategies

<ul style="list-style-type: none"><li>Precinct boundary</li><li>Vehicle and pedestrian link - New</li><li>Vehicle and pedestrian link - Improved</li><li>Pedestrian link - New</li><li>Pedestrian link - Improved</li><li>Investigation area</li><li>Potential for improved public access</li></ul>	<ul style="list-style-type: none"><li>Protect and reinforce rural character area</li><li>Likely to contain EECs</li><li>Maintain scenic qualities/minimise visual impacts</li><li>Biodiversity corridor investigation</li><li>Prominent site - Natural</li><li>Prominent site - Urban</li><li>Train Station</li></ul>	<div><b>Site Specific Strategies</b> 1. Extend footpath along Dog Trap Road from Highway to residential and rural business on ridge.</div>
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## 4.6 PRECINCT 5

### RECOMMENDED TYPOLOGIES

#### SD: Special District



Recognising historic Highway frontage features, and incorporating these into redevelopment will assist in protecting the area's character as it grows and changes.

New development can also reinforce the visual and symbolic significance of this location as a Gateway to Ourimbah. This could include architectural and landscape design responses that signify entry, assist in wayfinding and provide landmark features that reflect historic and contemporary local character. This will be an important consideration in the design of new developments, including buildings, major infrastructure and the public domain.

The Precinct also is also important for electrical transmission and distribution, accommodating a large substation and several electrical easements. The ongoing management requirements associated with major transport and electrical infrastructure will continue to influence where and how development occurs.

The Precinct has been largely cleared of vegetation to accommodate significant urban and infrastructure development. The remaining vegetation is likely to include EECs, and is considered to provide important scenic qualities at an important entry point to Ourimbah. Protecting existing vegetation and rehabilitating riparian areas will be particularly important to sustaining habitat connectivity across this Precinct, where the convergence of major transport infrastructure. Much of the Precinct is also flood-affected, but may still be suitable for development subject to appropriate management.

The increasing role of transport within the Precinct is evident through recent Highway upgrades to improve road safety and traffic efficiency. An important consideration for this will be rationalising direct access from the Highway and reducing vehicle's reliance on the Highway for short trips. This can be supported by identifying precinct-level requirements for new service access roads to support future developments.

The Motorway interchange will continue to be an important gateway for Ourimbah, and will offer longer-term opportunities for economic development that can support regional growth. The potential location of the Central Coast's high speed rail station to the west of the Motorway interchange would be an important catalyst in this regard.

Safeguarding land within the Precinct that is suitable for economic development will be an important long-term challenge for planning. This is expected to include sites capable of accommodating large-footprint industrial and commercial facilities. This can be supported by preserving existing large lots and through initiatives to encourage lot consolidation, particularly for Highway-fronting lands. Future development may also benefit from Motorway, to provide a layout that more clearly and efficiently provides access to an improved local road network.

### SETTING THE SCENE

Precinct 5 is situated at the interchange between the Motorway and Highway. It serves as an important Gateway for Ourimbah, and accommodates some of the highest volumes of traffic in the area.

The Highway has traditionally been the focus of predominantly commercial and community uses, which rely on direct access to the Highway or otherwise benefit from passing vehicle trade. This is reflected in the current mix of facilities fronting the Highway, including service stations, community institutions such as schools and places of worship, hotels and licensed premises, and large format retail or industrial facilities such as garden centres and depots. Several residential lots have also emerged between these uses, and land fronting the Highway is currently zoned for residential purposes.

The importance of the Highway to the area's settlement history is also reflected in its built form. Heritage items that are already protected include Ourimbah's Public School, and a privately-owned dwelling on a prominent site at Burns Road.

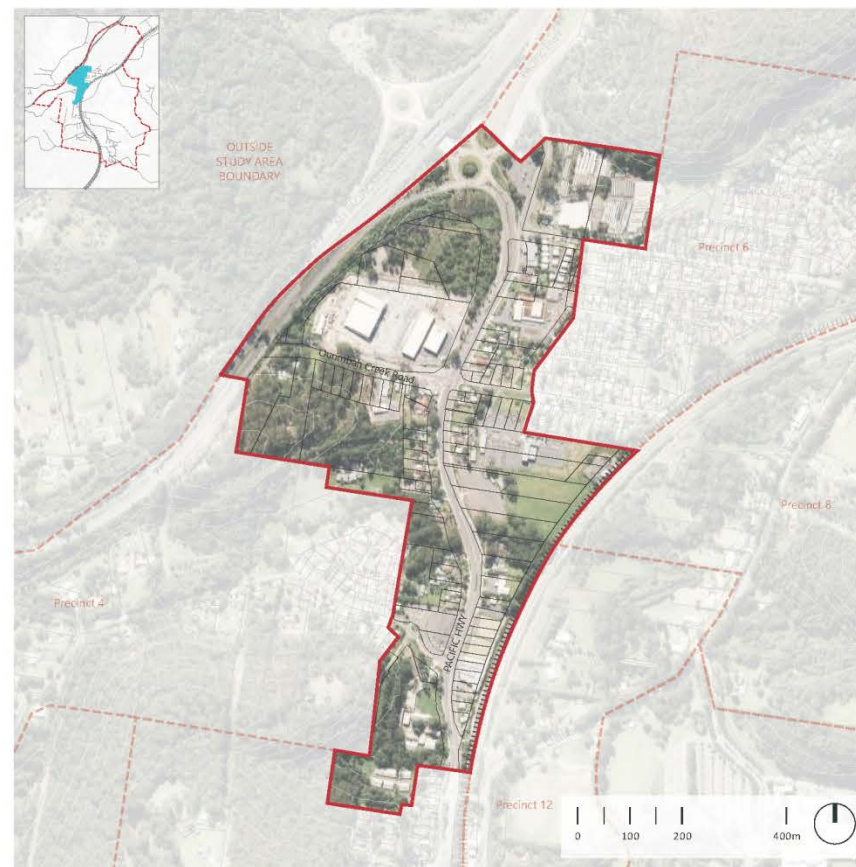


Fig 4.6.1: Precinct Aerial and Contour

— Precinct Boundary

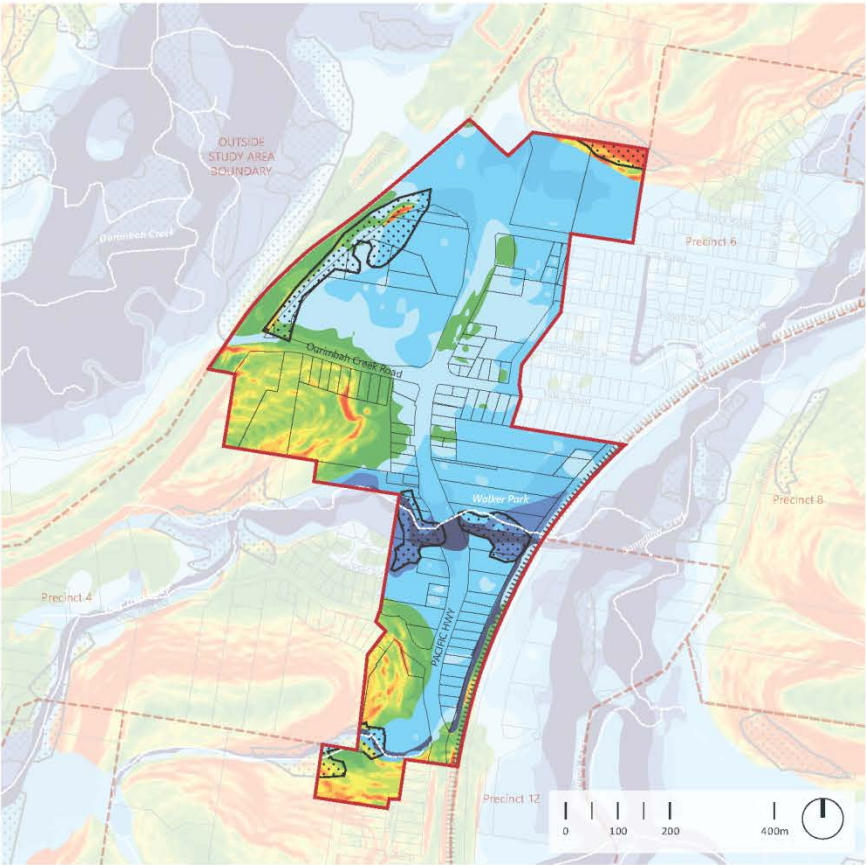


Fig 4.6.2: Constraints and Challenges (Natural)



Fig 4.6.3: Constraints and Challenges (Urban)



### GENERAL OBJECTIVES

- Safeguard land close to the Motorway interchange to facilitate long-term economic development;
- Support the ongoing and efficient management of major infrastructure networks, including transport and electricity;
- Appropriately manage development on flood-affected lands; and
- Identify heritage features, and establish important mechanisms to protect and incorporate these into future redevelopments.

### DESIRED FUTURE OUTCOMES

- The Motorway Interchange provides a visual and economic gateway to Ourimbah, supported by the design of new developments, including major infrastructure and the public domain.
- Employment land around the Motorway interchange is identified and managed to support long-term regional economic development.
- New developments are accessed via service roads, and no new Highway entry points are created.
- Development on flood-affected lands is appropriately managed.
- Features relevant to Ourimbah's settlement history, particularly in relation to the Highway, are identified and incorporated into future redevelopments.

### IMPLEMENTING CHANGE

- Council will identify biodiversity conservation, floodrisk management and heritage protection requirements, including for Dog Trap Gully, through other strategic initiatives.
- Council will identify requirements to protect and manage heritage items through other strategic initiatives.
- Suitable land zonings to support long-term regional economic development objectives in this Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- Council will require Masterplans to be prepared prior to any rezoning considerations for Investigation Areas 5.1 and 5.2. These should, at minimum, identify precinct-level responses to address vehicle access, flooding and drainage issues. They will be used to inform a strategy for collecting developer contributions toward funding local infrastructure improvements.

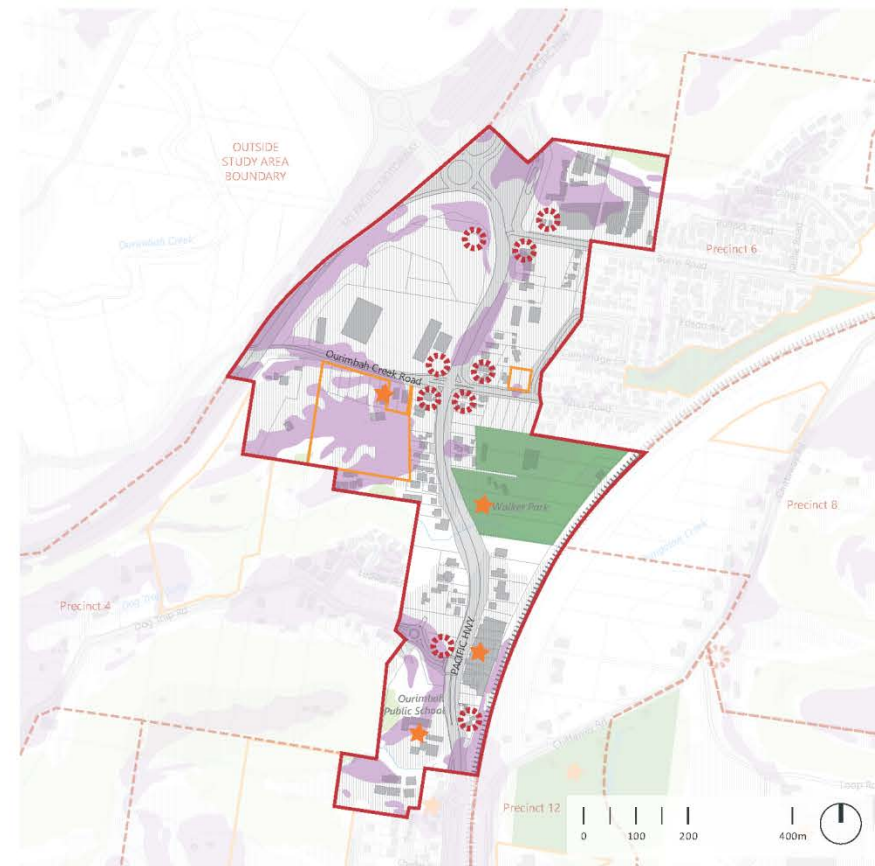


Fig 4.6.4: Strengths and Opportunities



Investigation area 5.1 (North and South)	
Current controls	1.6ha: SP2 (Infrastructure – Road & Traffic) 0.4ha: IN2 (Light Industrial) 2.4ha: E3 (Environmental Management) 1.9ha: RE1 (Public Recreation) 1.5ha: R1 (General Residential) 1.2ha: R2 (Low-density Residential)
Land use change objective	Transition to SD: Specialised District
Yield assumptions and limitations	1.6ha: Gross area (northern parcel) 7.4ha: Gross area (southern parcel) Known environmental management requirements: biodiversity conservation; visual sensitivity; slope; flooding
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Local service roads, including through existing industrial area (northern parcel)</li> <li>Stormwater drainage systems</li> <li>Flood detention and storage systems</li> </ul>
Contribute toward Town Centre public domain improvements?	No
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Uses to support economic development and employment</li> <li>Landmark architectural, landscaping and public domain features to signify gateway location</li> <li>Larger-format commercial, industrial and/or mixed use buildings</li> </ul>

Investigation area 5.2	
Current controls	1.1ha: SP2 (Infrastructure – Road & Traffic) 3.9ha: E3 (Environmental Management) 4.5ha: R2 (Low-density Residential)
Land use change objective	Transition to SD: Specialised District
Yield assumptions and limitations	9.5ha: Gross area Known environmental management requirements: biodiversity conservation; heritage; visual sensitivity; flooding
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Local service roads, including through existing industrial area (northern parcel)</li> <li>Stormwater drainage systems</li> <li>Flood detention and storage systems</li> </ul>
Contribute toward Town Centre public domain improvements?	No
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Uses to support economic development and employment</li> <li>Landmark architectural, landscaping and public domain features to signify gateway location</li> <li>Larger-format commercial, industrial and/or mixed use buildings</li> </ul>

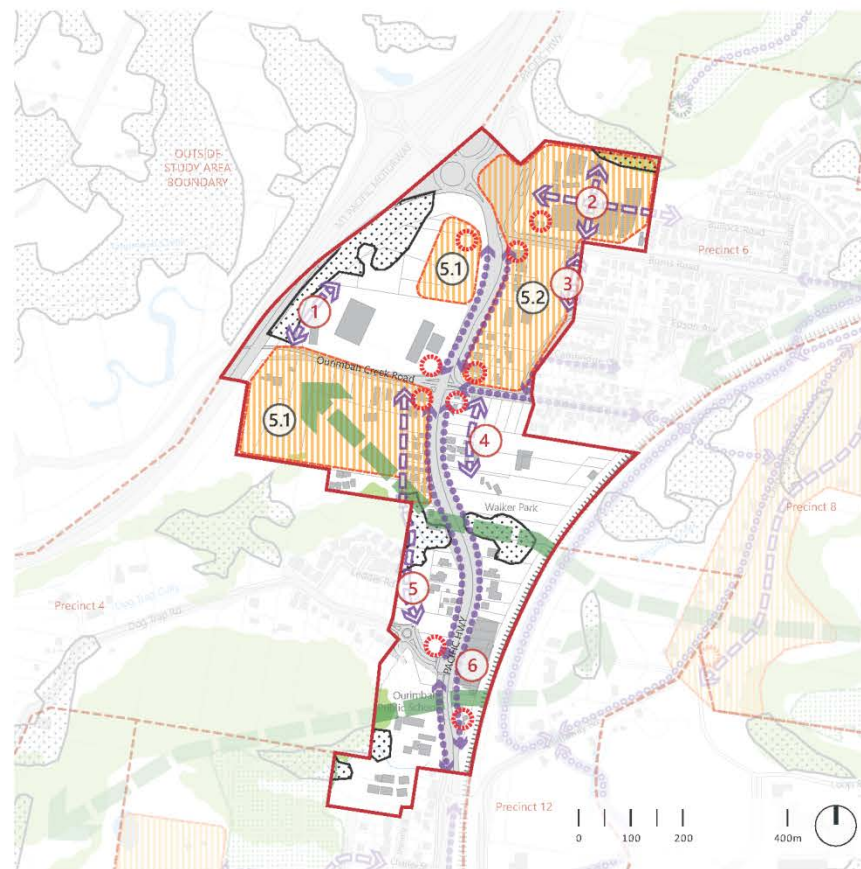
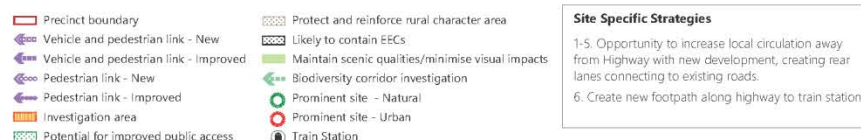


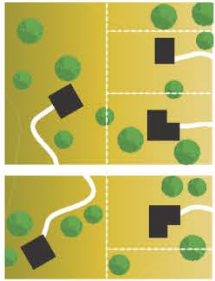
Fig 4.6.5: Strategies



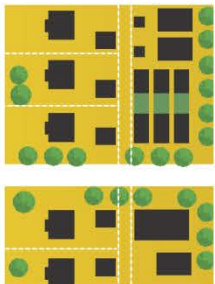
## 4.7 PRECINCT 6

### RECOMMENDED TYPOLOGIES

#### T3: Suburban



#### T4: Small Lot/ Medium Density



### SETTING THE SCENE

Precinct 6 is an established residential area. It is located approximately 1.5km away from the Town Centre and Train Station, but does not have convenient vehicle or pedestrian links to these community assets. Despite this, the area currently accommodates some of the highest residential densities in Ourimbah resulting from relatively recent medium-density housing developments.

Coinciding with Bangalow Creek, Cambridge Circle / Lara Close Reserve performs floodrisk management and biodiversity conservation functions. It is also an important open space for residents, offering attractive recreational spaces and walking/cycling connections along the creek line.

Opportunities to further expand the existing residential area are constrained by the location of major infrastructure assets, including the heavy rail line to the east and electrical easement to the north, as well as natural environmental considerations such as flooding, slope and biodiversity. The potential for housing growth to occur in this Precinct is anticipated to be limited to the re-development of existing residential lots.

Vehicle access to the Precinct from Highway occurs via Burns Road and Yates Road. Burns Road also crosses Bangalow Creek and provides a railway underpass connection to Chittaway Road/Enterprise Drive. This route is subject to flooding, and may not provide a reliable evacuation route during major flood events. Rural properties to the north (in Precinct 7) rely on the Burns Road / Howes Road connection for access, and may become isolated during flood events. The local road network within the Precinct is characterised by a series of dead-ends.

Growth within this Precinct, and adjoining Precincts would benefit from a flood-free connection across the railway to provide alternative evacuation routes during flood events. Future land use planning should consider the potential to accommodate a new bridge alignment at either Burns Road or Yates Road in the long term. This would be further supported by new local road connections to create a more integrated network. It should also recognise ongoing investigations to improve flood evacuation routes for people living to the east of the railway, which may result in modifications to Chittaway Road/Enterprise Drive (see Precinct 8).

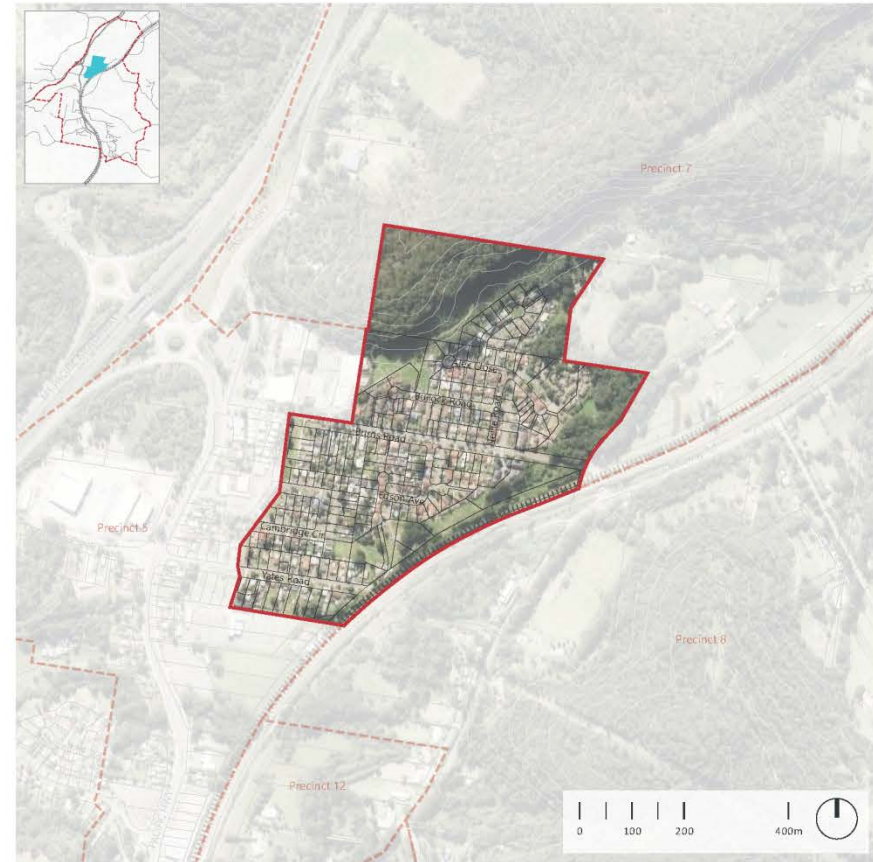


Fig 4.7.1: Precinct Aerial and Contour

Precinct Boundary

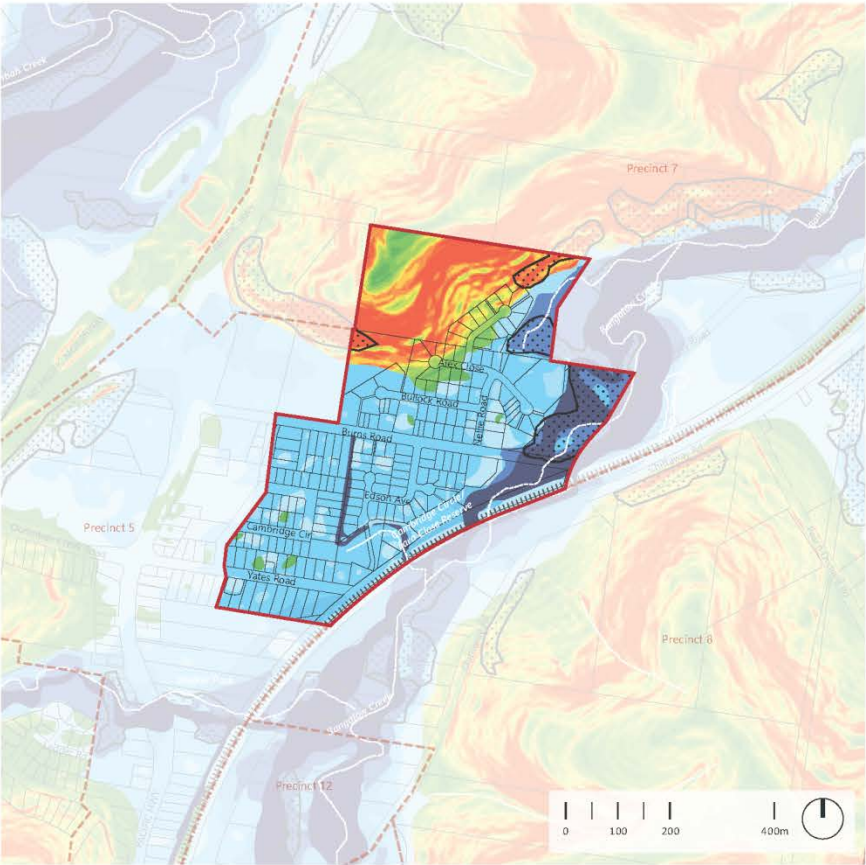


Fig 4.7.2: Constraints and Challenges (Natural)

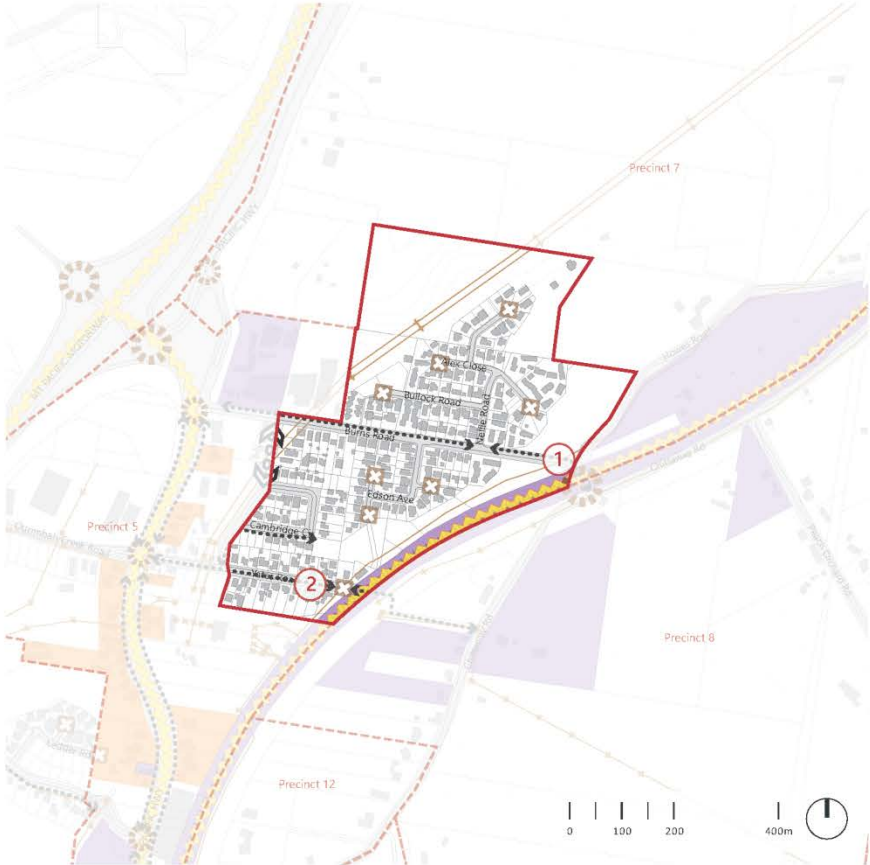


Fig 4.7.3: Constraints and Challenges (Urban)



**Site Specific Issues**

1. Busy Burns Road underpass prone to congestion and flooding, no pedestrian access.

2. Dead end at Yates Road, no access across rail corridor.

**GENERAL OBJECTIVES**

- Provide a flood-free railway crossing, to offer alternative evacuation options;
- Create a more integrated local road network, to improve evacuation as well as walkability; and
- Increase public access to riparian areas and provide an attractive environment for walking and cycling.

**DESIRED FUTURE OUTCOMES**

- Future land use planning identifies and safeguards the potential for a new bridge connection at either Burns Road or Yates Road;
- Road improvements, including to create new local road connections and to improve railway crossings, support improved walking and cycling links; and
- New paths take advantage of creek lines, where appropriate, to improve walking and cycling links;
- Housing growth occurs incrementally through the re-development of existing residential lots to provide medium-density housing

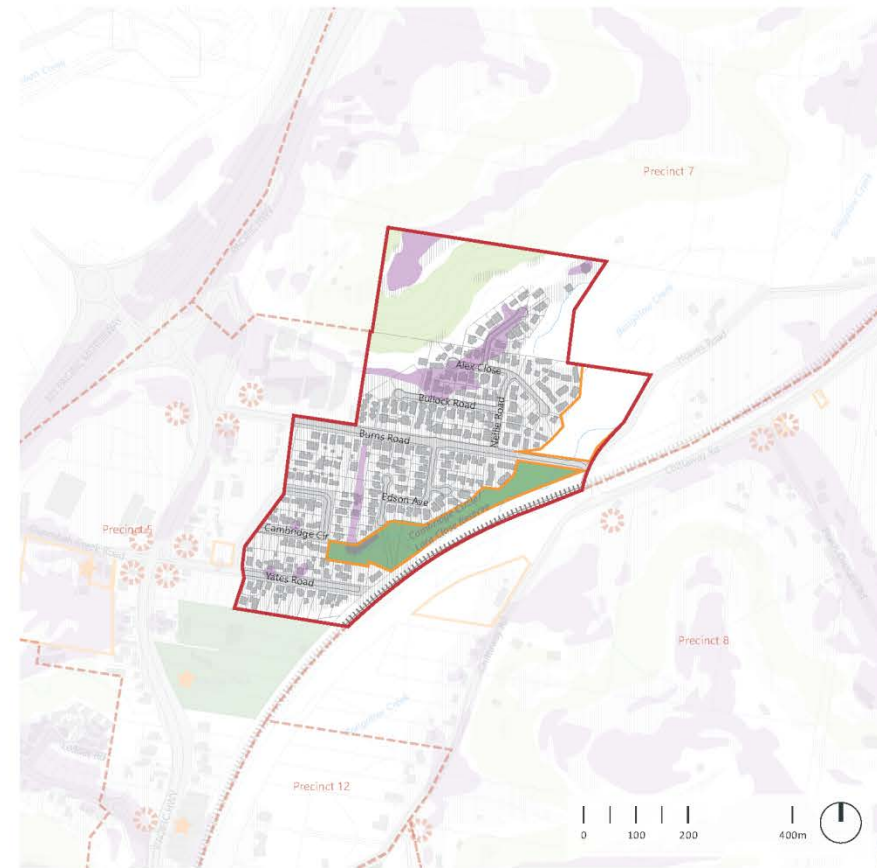


Fig 4.7.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives. This may include short- or medium-term improvements to the existing Burns Road underpass, as well as investigations for longer-term bridge connections to Chittaway Road via Burns Road or Yates Road.
- Council will continue to manage Cambridge Circle / Lara Close Reserve as an environmental and community asset. Future improvements to recreational infrastructure, including local paths, will be considered through other strategic initiatives.

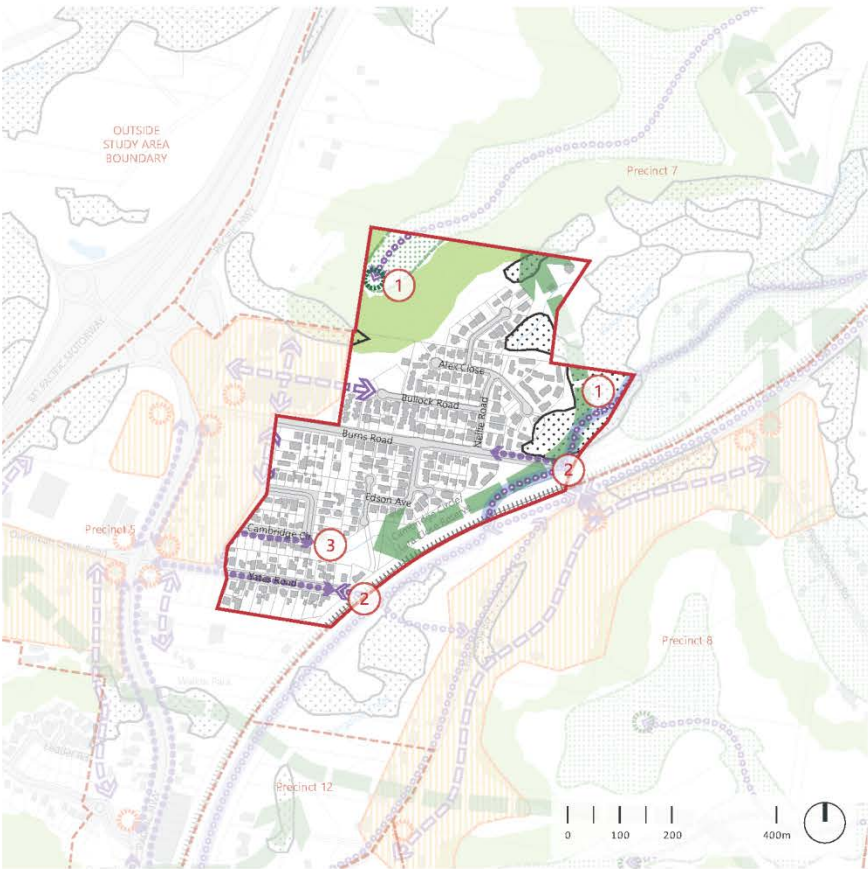


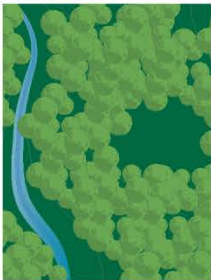
Fig 4.7.5: Strategies

Precinct boundary	Protect and reinforce rural character area	<b>Site Specific Strategies</b> 1. Increase public access to hilltops and riparian areas where appropriate. 2. Potential for a new bridge at Burns or Yates Road 3. Improve walking paths to Cambridge Circle/Lara Close Reserve.
Vehicle and pedestrian link - New	Likely to contain EECs	
Vehicle and pedestrian link - Improved	Maintain scenic qualities/minimise visual impacts	
Pedestrian link - New	Biodiversity corridor investigation	
Pedestrian link - Improved	Prominent site - Natural	
Investigation area	Prominent site - Urban	
Potential for improved public access	Train Station	

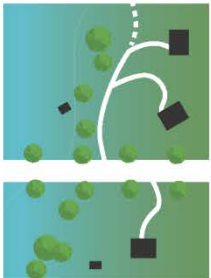
# 4.8 PRECINCT 7

## RECOMMENDED TYPOLOGIES

### T1: Rugged Terrain



### T7: Rural Residential



## SETTING THE SCENE

Precinct 7 is situated to the north of Ourimbah between the heavy rail line and the Motorway. Ourimbah and Bangalow Ourimbah Creek and Banaglow Creek converge at the north of the Precinct, leading much of the land to be heavily floodprone. The Precinct is also dominated by the forested slopes of Fox Hill, which, rising steeply to approximately 100 metres, is an important visual landmark for the broader area.

Development has already occurred along the foothills of Fox Hill, and is predominantly rural in character. This initially represented agricultural pursuits that occurred after the timber-getting period.

To the east, more recent development has included semi-rural and specialised industries, such as plant nurseries, orchards and funeral services, which benefit from a degree of separation from urban areas as well as connections via the Highway as a major vehicle thoroughfare. A motorway underpass at Palmdale Road also provides connections to rural areas to the west.

To the west, development continues to reflect larger landholdings with homesteads accessed by country lanes. Existing railway underpasses at Turpentine Drive and Howes Road provide connections between rural properties and Enterprise Drive. These underpasses are prone to flooding, which may cause some properties to become isolated during flood events.

A new train maintenance facility has recently been approved at Kangy Angy, to the north of Ourimbah. This may lead to local road improvements, or the creation of new roads within the Precinct, to support the proposed development. This facility is expected to be self-contained, but may generate further economic development and employment opportunities for the broader area.

The area's steep terrain and floodprone environment will continue to influence how land is accessed and used. The Precinct is anticipated to remain rural in character, recognising that many properties are at risk of becoming isolated during flood events.

The Precinct does have the potential to play a greater recreational role for Ourimbah. This could include the use of country lanes and Fox Trap Hill to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access.

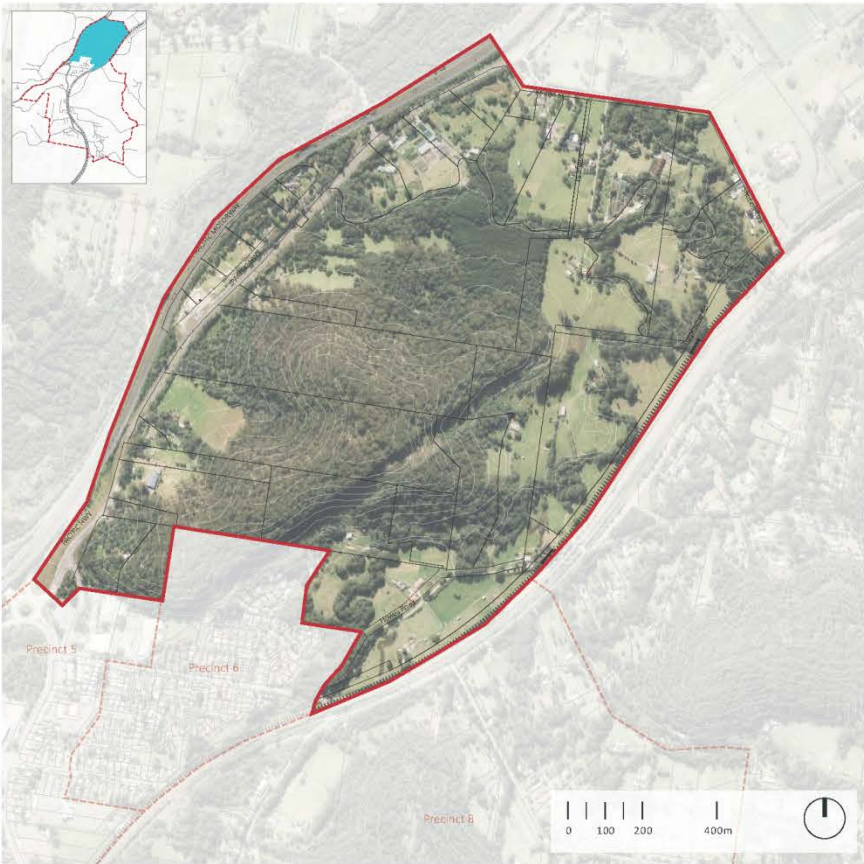


Fig 4.8.1: Precinct Aerial and Contour

Precinct Boundary

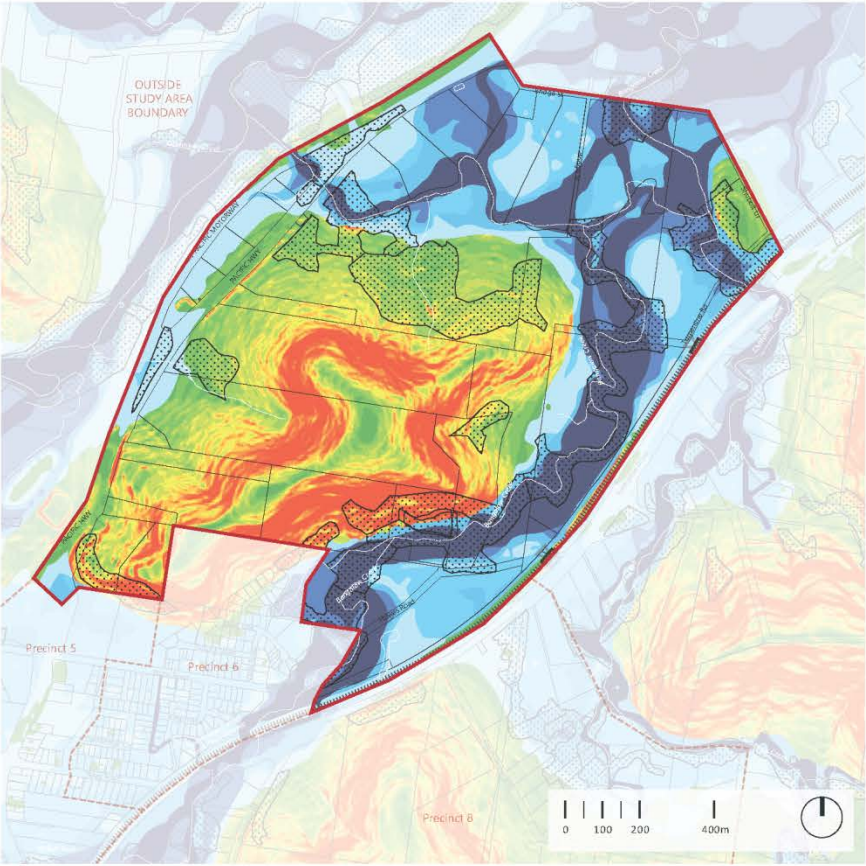


Fig 4.8.2: Constraints and Challenges (Natural)

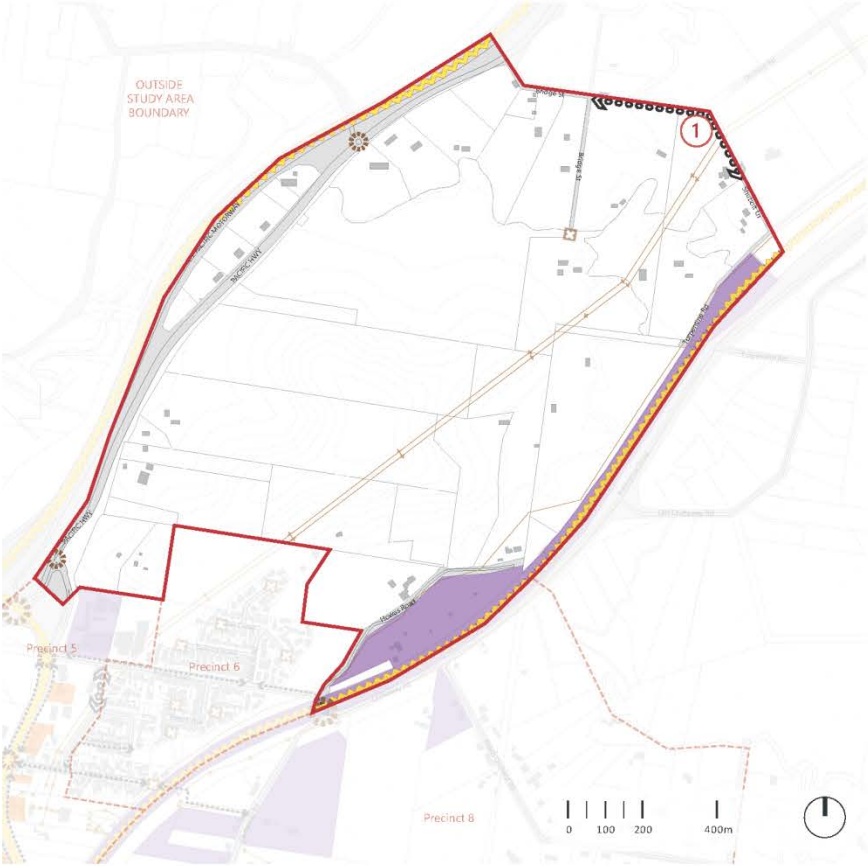


Fig 5.73: Constraints and Challenges (Urban)



**Site Specific Issues**  
1. Limited evacuation routes.

### GENERAL OBJECTIVES

- Support the ongoing success of rural and semi-rural industries;
- Preserve the rural character of the Precinct;
- Appropriately manage development on flood-affected lands; and
- Increase public access to natural areas, including Fox Hill, and provide an attractive environment for walking and cycling.

### DESIRED FUTURE OUTCOMES

- Rural and semi-rural industries are protected from residential encroachment;
- Semi-rural and specialised non-urban industries are encouraged to locate in the east of the Precinct, taking advantage of Highway frontage and access;
- Rural character features including homesteads, country lanes, plantations and hedgerows, are identified and protected, where practicable;
- New paths take advantage of country lanes and creek lines, where appropriate, to improve walking and cycling links; and
- Longer-term opportunities to increase public access to Fox Hill are considered.

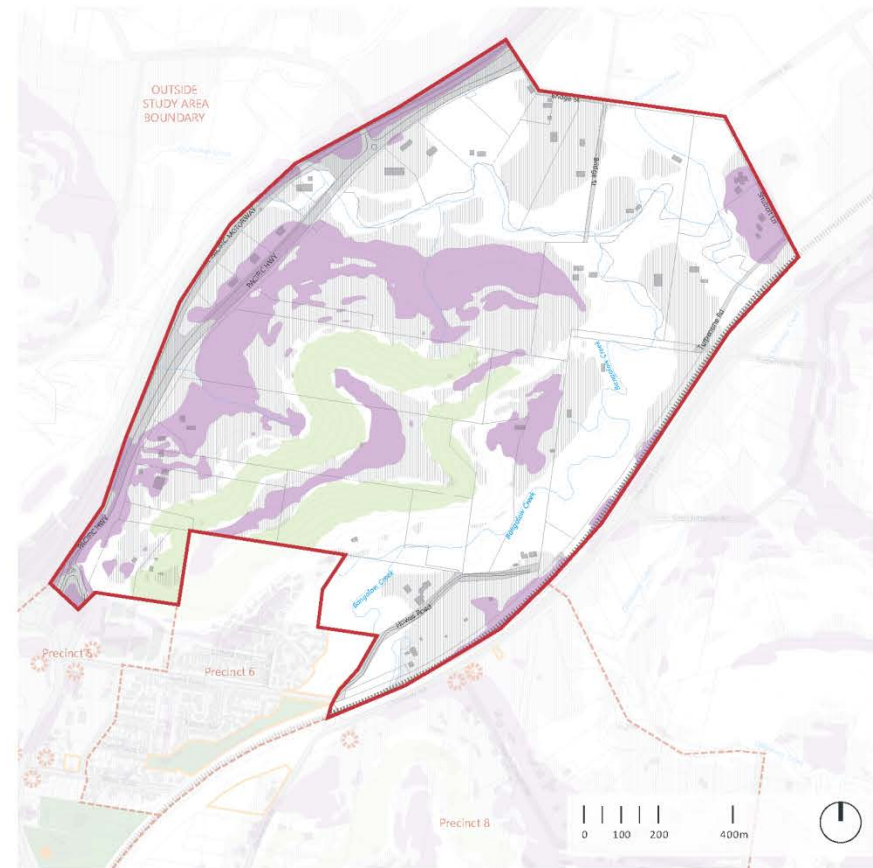


Fig 4.8.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives. This may include short- or medium-term improvements to the existing railway underpasses.
- Council will continue working with the NSW Government and other stakeholders to deliver a new train maintenance facility at Kangy Angy.

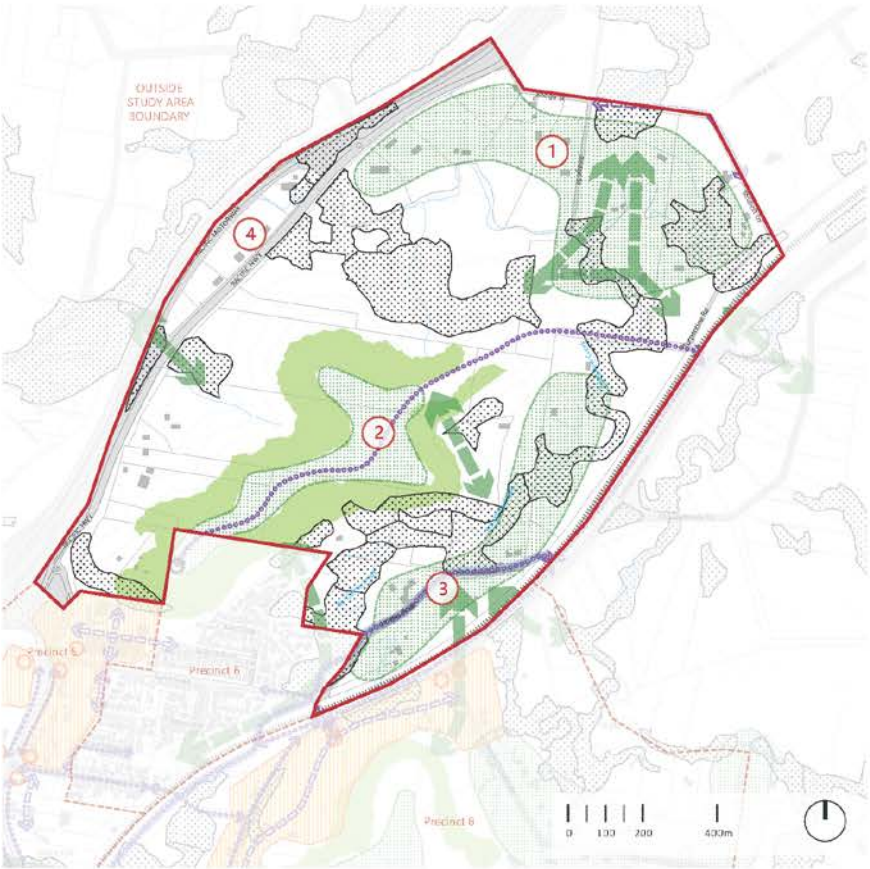


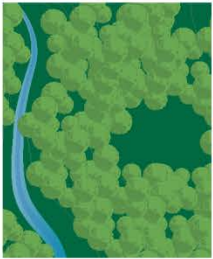
Fig 4.8.5: Strategies

Precinct boundary	Protect and reinforce rural character area	<b>Site Specific Strategies</b> 1. Potential for improved public access to riparian areas north of Fox Hill. 2. Potential for improved public access and outlook from Fox Hill. 3. Investigate Bangalow creek walk along riparian zone. 4. Semi-rural and specialised non-urban industries encouraged to take advantage of highway access.
Vehicle and pedestrian link - New	Likely to contain EECs	
Vehicle and pedestrian link - Improved	Maintain scenic qualities/minimise visual impacts	
Pedestrian link - New	Biodiversity corridor investigation	
Pedestrian link - Improved	Prominent site - Natural	
Investigation area	Prominent site - Urban	
Potential for improved public access	Train Station	

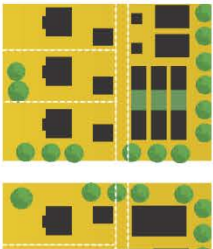
## 4.9 PRECINCT 8

### RECOMMENDED TYPOLOGIES

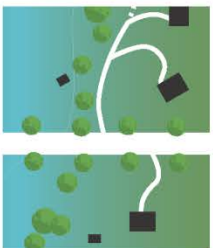
#### T1: Rugged Terrain



#### T4: Small Lot / Medium Density



#### T7: Rural Residential



### SETTING THE SCENE

Precinct 8 is situated to the east of the railway, and north of the University campus. Bangalow Creek and Chittaway Creek valleys form its western and northern boundaries, respectively. Central areas of the Precinct are dominated by steeply sloping hills.

The Precinct is mainly rural in character, and development has already occurred along the foothills fronting Chittaway Road/Enterprise Drive and Peach Orchard Road. Some existing features are already recognised for their local heritage significance. These are predominantly situated along Chittaway Road, and include examples of historic farmhouses and gardens, and a rare group of Araucaria Trees that reflect the area's naturally occurring vegetation.

Chittaway Road/Enterprise Drive is the main transport route through the Precinct, and an important thoroughfare between the Highway and Wyong Road. It offers secondary connections between Ourimbah and Chittaway Bay and Tuggerah. It also serves as the primary evacuation route for people living in rural areas to the east of the railway.

Council is already investigating options to improve flood evacuation routes for people living to the east of the railway. Opportunities to upgrade Chittaway Road/Enterprise Drive along its current alignment will be considered, but may be limited by a range of factors, including constraints relating to biodiversity, slope, and existing electrical infrastructure. Alternative road alignments may need to be considered. Any upgrades to Chittaway Road/Enterprise Drive should recognise longer-term objectives to provide flood-free railway crossings, including the potential for a new bridge connection at either Burns Road or Yates Road (see Precinct 6).

The Precinct is anticipated to remain predominantly rural in character. However, the proximity of the Precinct to the University campus may generate demand for residential development to accommodate staff and students. This type of development would be appropriate, in principle, in the southern portion of the Precinct along Chittaway Road, where people can walk to jobs and services located at the University or Town Centre. The suitability of land within the Precinct to accommodate residential growth will be heavily influenced by floodrisk management considerations, including road upgrade requirements to provide suitable evacuation routes.

The Precinct does have the potential to play a greater recreational role for Ourimbah over the long term. This could include the use of fire access tracks and bushland areas to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access, and may require the creation of new roads. They would also be supported by initiatives to improve road safety for walkers and cyclists, generally.

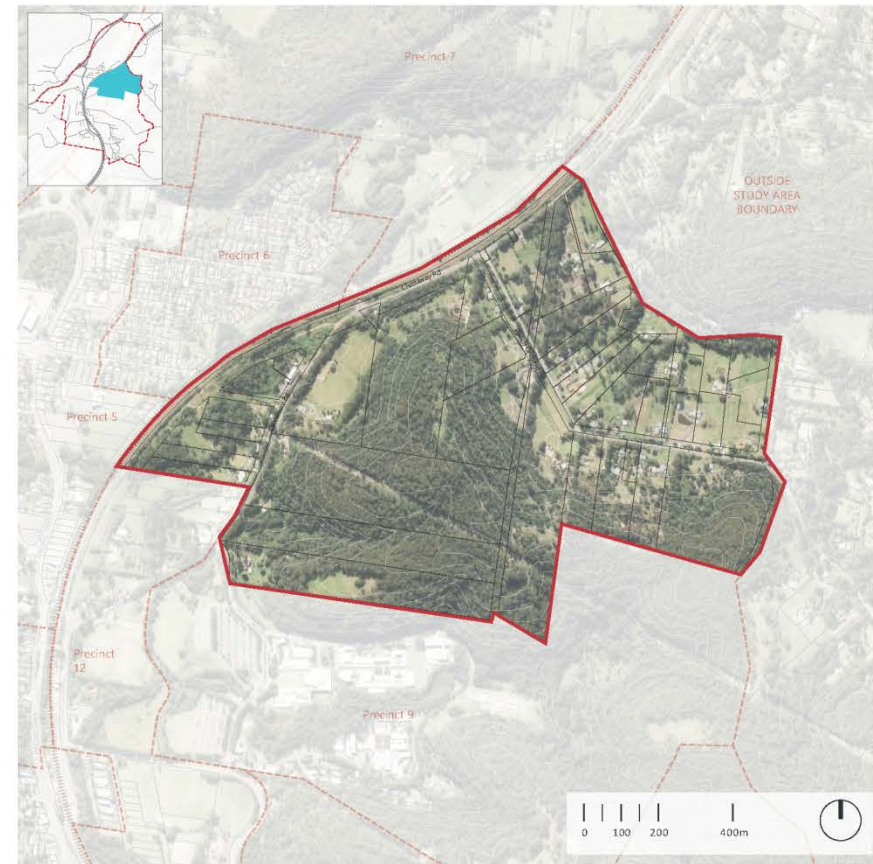


Fig 4.9.1: Precinct Aerial and Contour

— Precinct Boundary

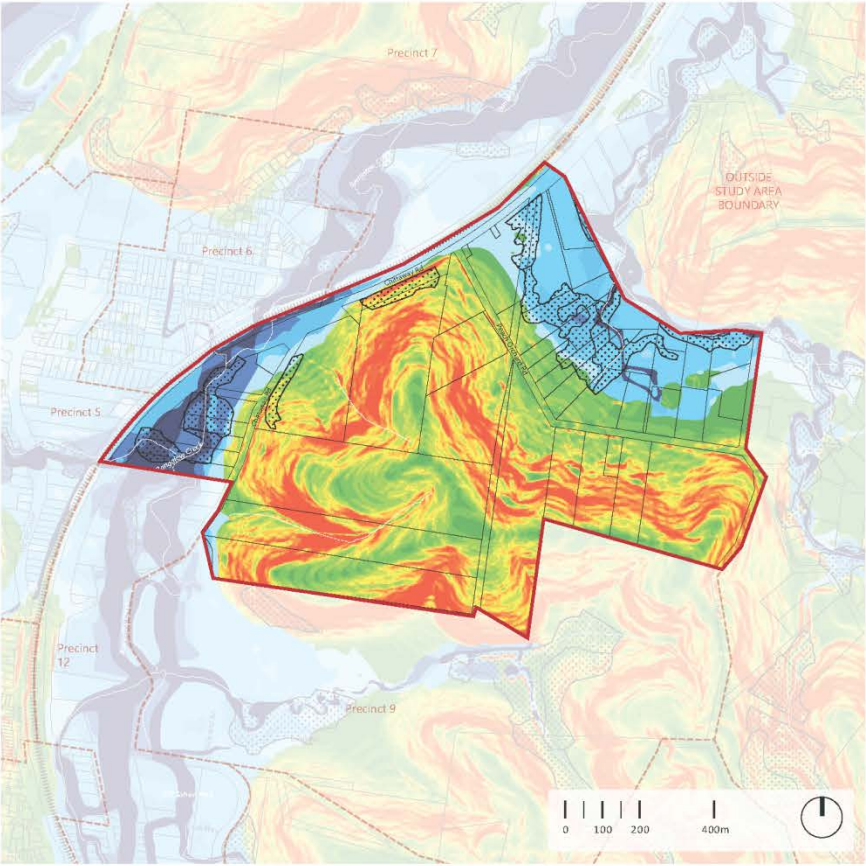


Fig 4.9.2: Constraints and Challenges (Natural)

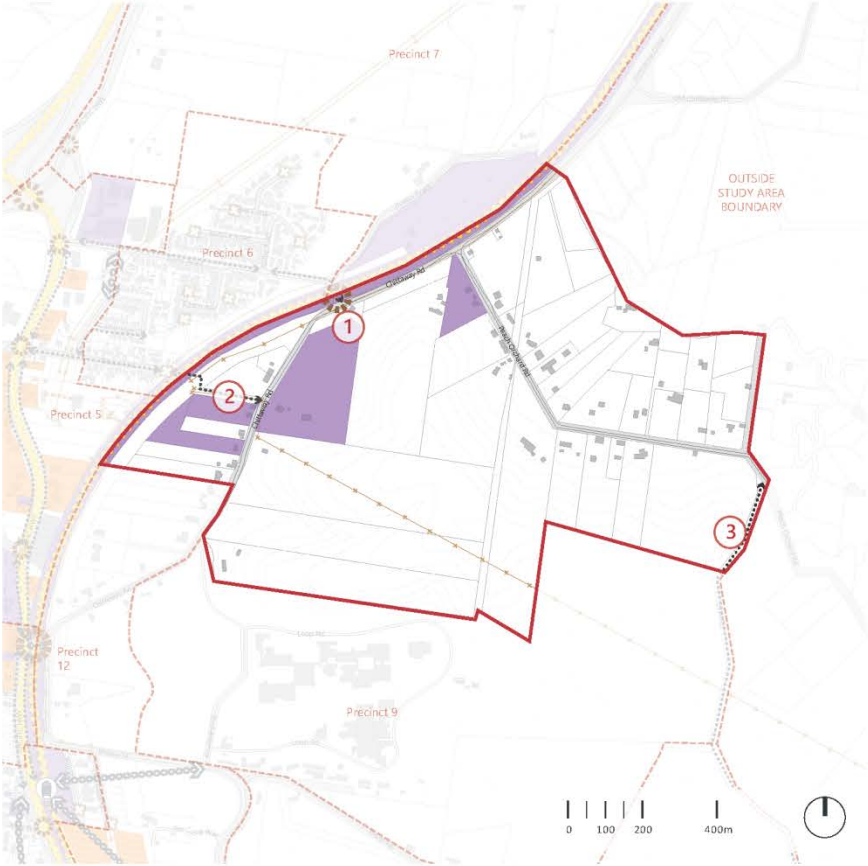


Fig 4.9.3: Constraints and Challenges (Urban)



**Site Specific Issues**

1. Busy Burns Road underpass prone to congestion and flooding, no pedestrian access.

2. Dead end at Yates road, no access to other side of rail corridor.

3. Unmade/unsealed Edye Road.

### GENERAL OBJECTIVES

- Improve flood evacuation routes.
- Identify suitable locations for housing close to the University Campus to accommodate staff and students;
- Preserve the rural character of the Precinct;
- Support the ongoing success of rural and semi-rural industries;
- Appropriately manage development on flood-affected lands; and
- Increase public access to bushland areas, and provide an attractive environment for walking and cycling.

### DESIRED FUTURE OUTCOMES

- Medium to longer term opportunities for residential growth within the Precinct;
- Chittaway Road/Enterprise Drive are improved to provide suitable evacuation routes for current and future populations living east of the railway;
- Residential growth within the Precinct:
  - Does not preclude future improvements to Chittaway Road/Enterprise Drive;
  - Occurs in locations where the risk of flooding can be appropriately managed; and
  - Occurs in a manner that enables people to walk/cycle to jobs and services in the University and Town Centre.
- Rural character features including homesteads, country lanes, plantations and hedgerows, are identified and protected, where practicable;
- New paths take advantage of country lanes, creek lines and fire access tracks, where appropriate, to improve walking and cycling links; and
- Longer-term opportunities to increase public access to bushland areas are considered.

### IMPLEMENTING CHANGE

- Investigate road improvements to provide suitable evacuation routes for people living to the east of the railway through other strategic initiatives. This may include proposals to upgrade Chittaway Road/Enterprise Drive in its current alignment, or the identification of new road alignments.
- Once land requirements to support improvements to Chittaway Road/Enterprise Drive have been identified, Council will consider proposals to facilitate residential development in Investigation Area 8.1.

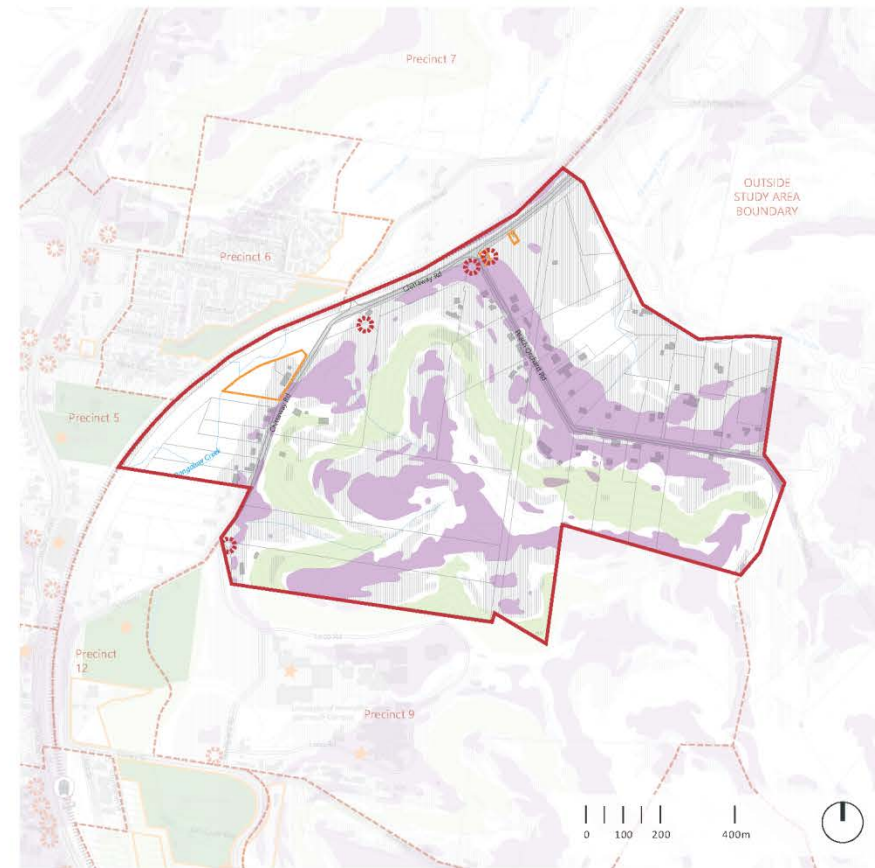


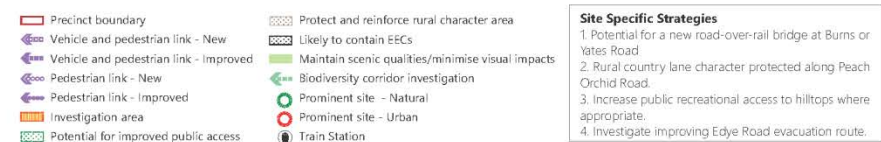
Fig 4.9.4: Strengths and Opportunities



Investigation area 8.1	
Current controls	13.2ha: E3 (Environmental Management) 4.0ha: SP2 (Infrastructure – Road & Traffic) 1.8ha: E2 (Environmental Conservation) 1.5ha: E4 (Environmental Living) 1.2ha: SP2 (Infrastructure – Water Supply System) 0.4ha: SP2 (Infrastructure – Education Establishment)
Land use change objective	Flood evacuation route (road upgrade and re-alignment) Transition to T4: Small lot/Medium Density (student accommodation)
Yield assumptions and limitations	TBA: Gross area  Gross area would need to be determined following identification of land required for road corridor improvements  Other known environmental management requirements: biodiversity conservation; visual sensitivity; slope; flooding
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Upgrades/improvements to Chittaway Road/Enterprise Drive</li> <li>Walking/cycling paths to University and Town Centre</li> <li>Land area may be required for road-over-rail bridge</li> </ul>
Contribute toward Town Centre public domain improvements?	Yes
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Development does not preclude road improvements required to Chittaway Road/Enterprise Drive</li> <li>Residential lot sizes to accommodate low to medium density forms of housing.</li> <li>Specialised housing to accommodate students, subject to demand</li> </ul>



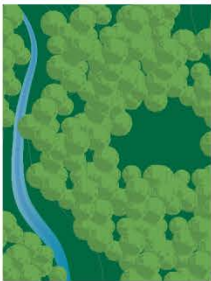
Fig 4.9.5: Strategies



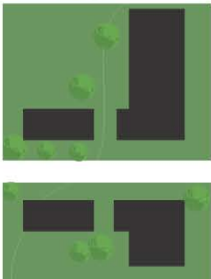
# 4.10 PRECINCT 9

## RECOMMENDED TYPOLOGIES

### T1: Rugged Terrain



### SD: Special District



## SETTING THE SCENE

Precinct 9 is predominantly owned by the University of Newcastle, and includes the University Campus. The campus currently accommodates a range of tertiary education and research services including the University of Newcastle, TAFE, Central Coast Community Colleges, and the NSW Government's Central Coast Primary Industries Centre. It also provides a range of services to support staff and students including convenience retail, recreation and childcare facilities. These services collectively attract a high volume of traffic into the Precinct each day.

Access to the Campus is via The Boulevard, which connects Chittaway Road and Shirley Street. The Boulevard accommodates Campus parking, as well as a level of local through-traffic. It also provides an evacuation option for people during major hazard events.

Bangalow Creek's floodplain separates the Campus from Ourimbah's Train Station and Town Centre. Routes to adjoining areas are flood-affected, and the Campus may become isolated during flood events. Campus development has generally occurred along the valley floor to the west of the Precinct, and some facilities, including parking areas, are also affected by flooding.

The eastern portion of the Precinct is predominantly bushland, characterised by steeply sloping and visually prominent hills. These bushland areas do have a series of fire access tracks, including Edye Road, but are currently not readily accessible to the public. These areas may have the potential to play a greater recreational role for Ourimbah over the long term. This could include the use of fire access tracks and bushland areas to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access, and may require the creation of new roads.

The University Campus is an important economic development asset for the Central Coast region. It is a major employment area, provides valuable training and skills development for the local workforce, and supports development and innovation for local industries, particularly primary industries. Development in and around the campus will be heavily influenced by the University of Newcastle's long-term strategic plan. It is envisaged to continue predominantly accommodating educational, research and related employment-generating uses. Over the long-term, this may also include additional uses that support students and staff such as housing, retail, recreational or cultural facilities, etc., depending on demand.

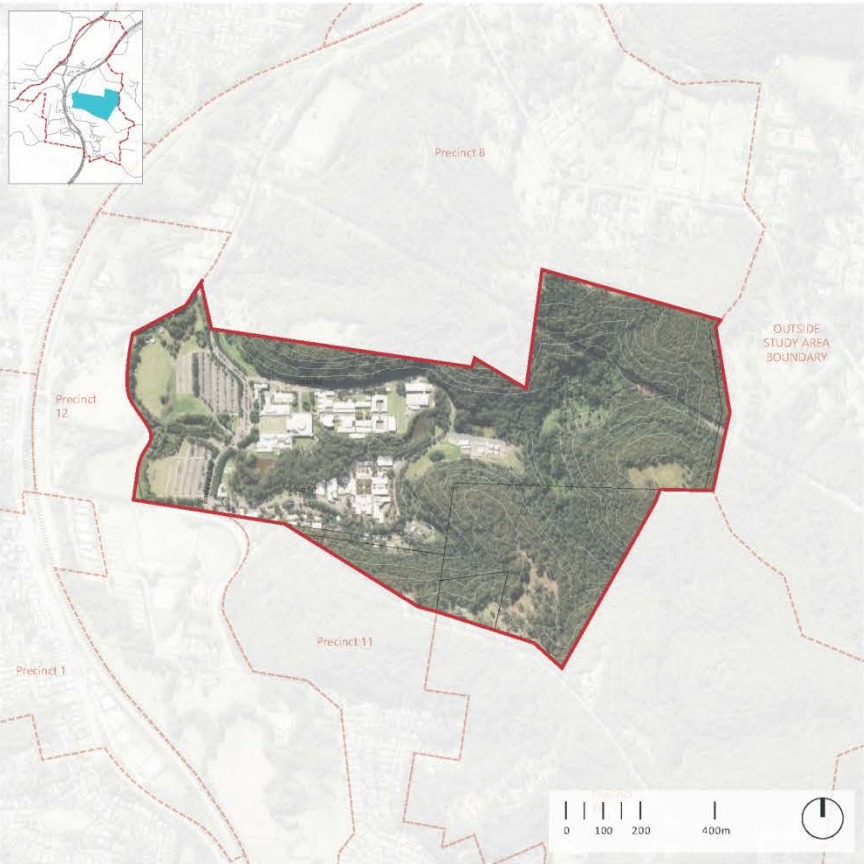


Fig 4.10.1: Precinct Aerial and Contour

Precinct Boundary

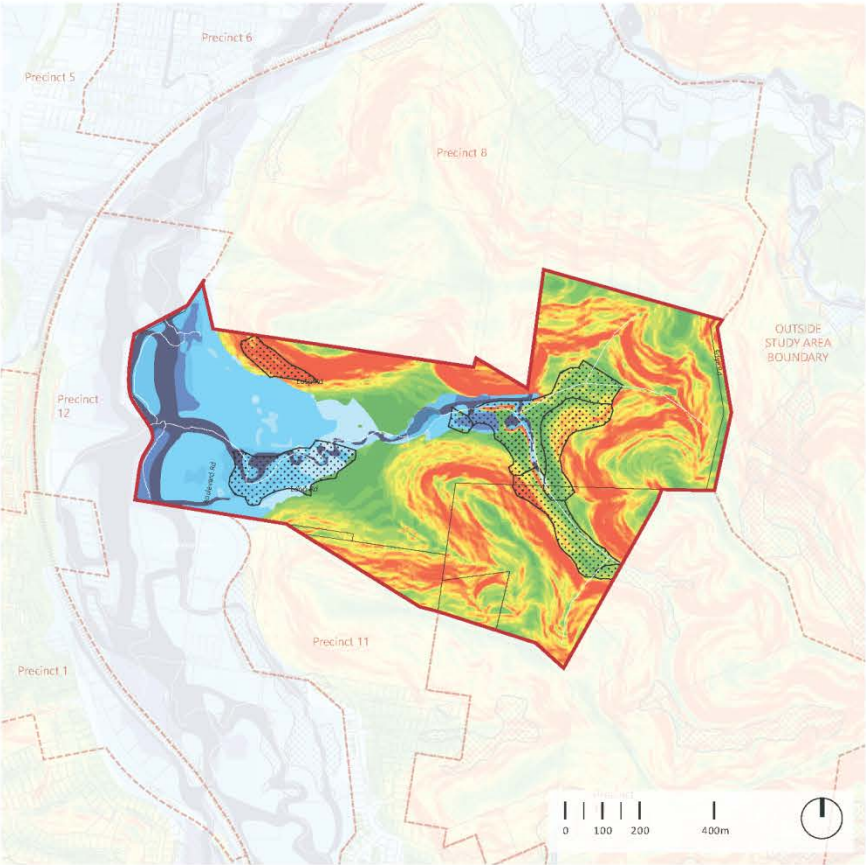


Fig 4.10.2: Constraints and Challenges (Natural)

- |                     |                          |                                         |
|---------------------|--------------------------|-----------------------------------------|
| Precinct Boundary   | Floodway Area            | Endangered Ecological Communities (EEC) |
| 0-10 percent Slope  | High hazard Area         | Creek line                              |
| 10-20 percent slope | Flood Storage Area       |                                         |
| 20-30 percent slope | 1% AEP Flood + Freeboard |                                         |
| 30-40 percent slope | Flood Prone Land         |                                         |
| 40+ percent slope   |                          |                                         |

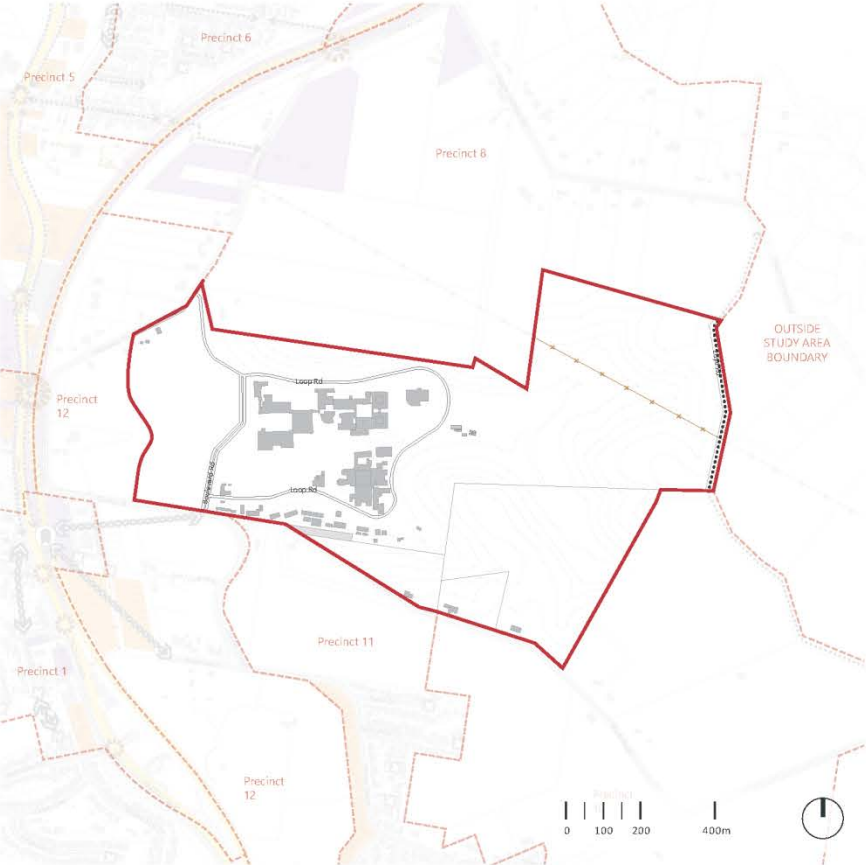


Fig 4.10.3: Constraints and Challenges (Urban)

- |                                        |                                |
|----------------------------------------|--------------------------------|
| Precinct boundary                      | Busy Intersection              |
| Missing vehicle and/or pedestrian link | Powerlines                     |
| Missing/poor quality footpath          | Heritage                       |
| Transport corridor (noise and traffic) | Site specific issue (see text) |
| Dead end                               |                                |

### GENERAL OBJECTIVES

- Facilitate the ongoing success of the Campus as a regional economic development asset and employment area.
- Improve pedestrian and cyclist connections between the University Campus, Train Station and Town Centre.
- Improve flood evacuation routes.
- Identify suitable locations for housing close to the University Campus to accommodate staff and students.
- Preserve the bushland character of the Precinct.
- Appropriately manage development on flood-affected lands.
- Increase public access to bushland areas, and provide an attractive environment for walking and cycling.

### DESIRED FUTURE OUTCOMES

- Roadways, particularly Shirley Street and The Boulevard, provide a safe and attractive environment for walking and cycling between to the Train Station and Town Centre.
- The intersection of Shirley Street and The Boulevard serves as a landmark, marking the entry point to the University Campus.
- New paths and routes take advantage of creek lines and improve walking and cycling links, particularly to the Train Station and Town Centre.
- Suitable evacuation routes are provided for current and future populations living east of the railway.
- Development within the Precinct:
  - Continues to support regional economic development;
  - Occurs in a manner that appropriately addresses the risk of flooding;
  - Supports a high quality experience for students and staff; and
  - Offers services and facilities that are relevant to the surrounding community.
- Longer-term opportunities to increase public access to bushland areas are considered.

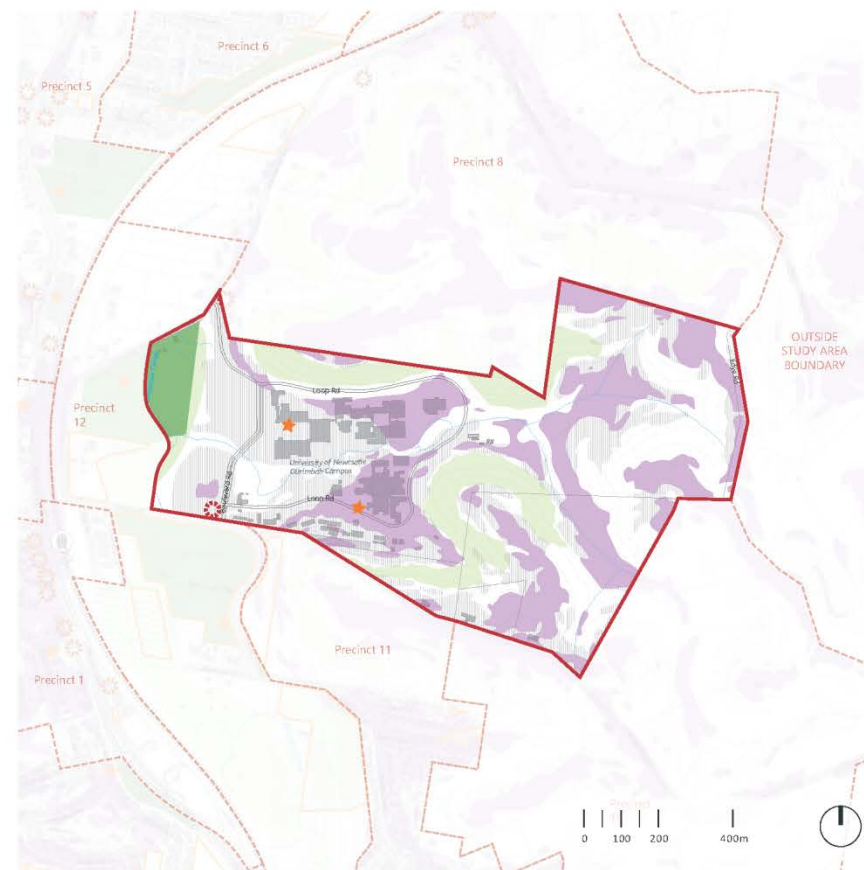


Fig 4.104: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to provide suitable evacuation routes for people living to the east of the railway through other strategic initiatives.
- Council will continue to work with the University of Newcastle and NSW Government to plan for the future of the University Campus as a regional economic asset.

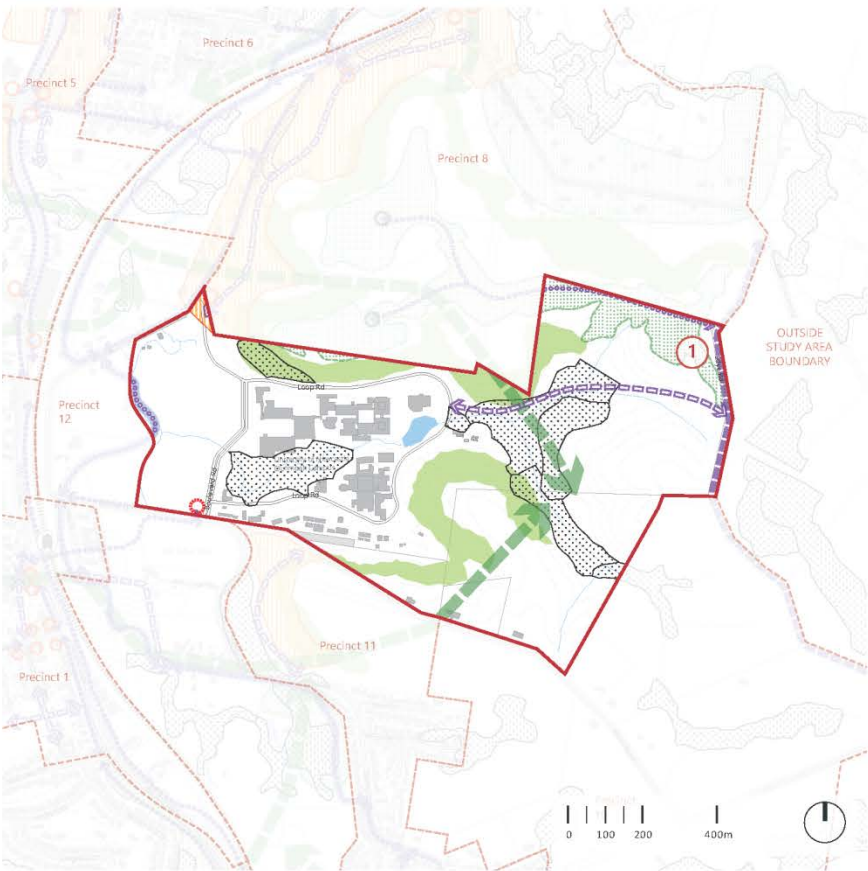


Fig 4.10.5: Strategies

- |                                        |                                                   |
|----------------------------------------|---------------------------------------------------|
| Precinct boundary                      | Protect and reinforce rural character area        |
| Vehicle and pedestrian link - New      | Likely to contain EECs                            |
| Vehicle and pedestrian link - Improved | Maintain scenic qualities/minimise visual impacts |
| Pedestrian link - New                  | Biodiversity corridor investigation               |
| Pedestrian link - Improved             | Prominent site - Natural                          |
| Investigation area                     | Prominent site - Urban                            |
| Potential for improved public access   | Train Station                                     |

**Site Specific Strategies**

1. Investigate road improvements to Edye Road as an evacuation route and to provide access to ridgelines. Consider future proofing link from University Campus to Edye Road.

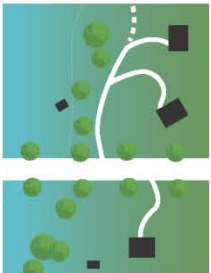
# 4.11 PRECINCT 10

## RECOMMENDED TYPOLOGIES

T2: Bushland  
Residential



T7: Rural Residential



## SETTING THE SCENE

Precinct 10 is situated to the south of the University Campus, and adjoins established suburban areas to the west.

The Precinct is predominantly bushland in character. Rural residential development has already occurred, predominantly in the south of the Precinct along Pryor Road, as well as dispersed within bush blocks. The area's large residential blocks accessed by country lanes reflect the historic rural character of Ourimbah.

Brush Road and Pryor Road provide vehicle access to the Precinct. Pryor Road is subject to flooding, which may cause existing rural residential areas to become isolated during flood events.

Bushland areas within the Precinct are steeply sloping, reaching up to 40% gradient in some areas. This presents challenges to providing suitable bushfire access and evacuation routes.

Bushland areas do have a series of fire access tracks, including Edye Road, but are currently not readily accessible to the public. These areas may have the potential to play a greater recreational role for Ourimbah over the long term. This could include the use of fire access tracks and bushland areas to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access, and may require the creation of new roads.

The Precinct is expected to remain largely rural in character. This recognises the area's challenging terrain, relatively high and ongoing threat of hazards such as flooding and bushfire, and serves to protect the important biodiversity and scenic values contained within the landscape.

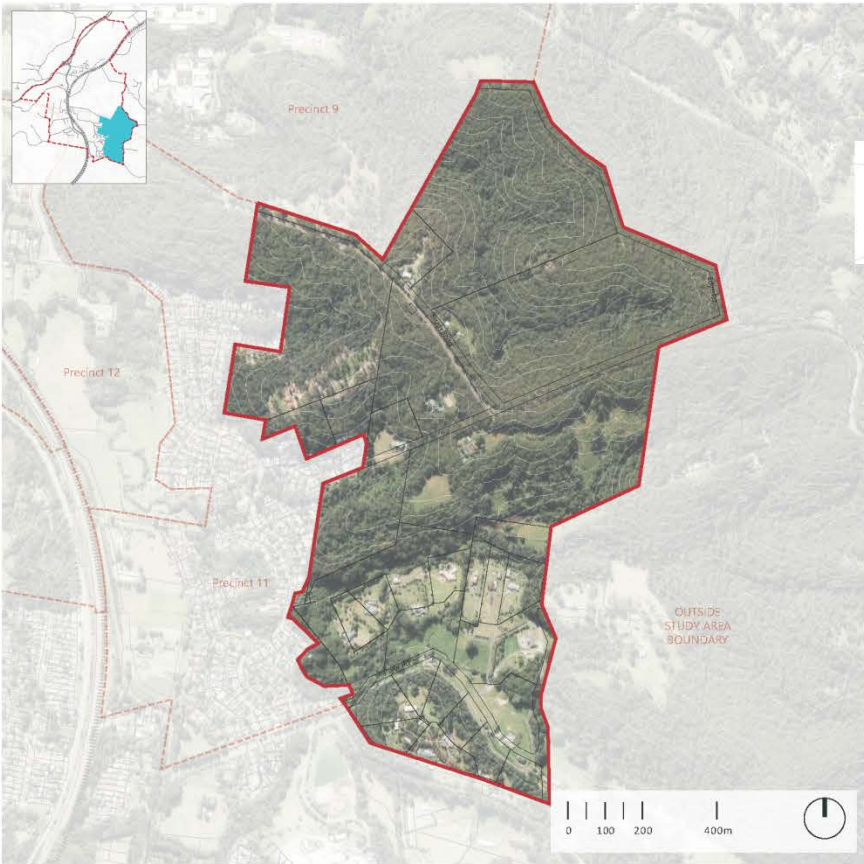


Fig 4.11.1: Precinct Aerial and Contour

Precinct Boundary

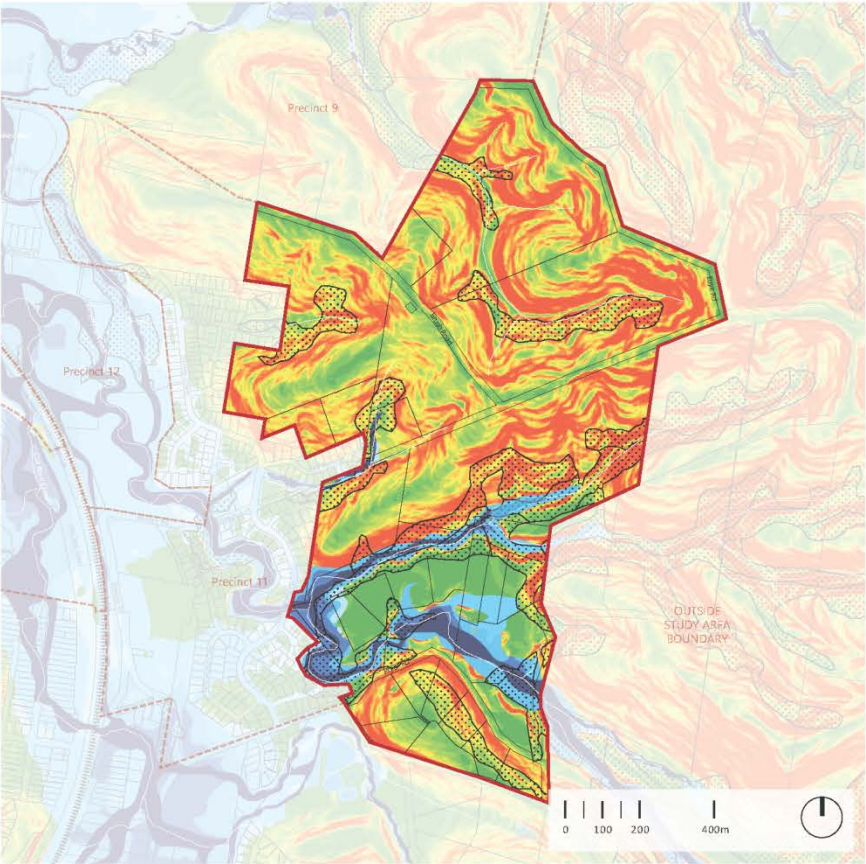


Fig 4.11.2: Constraints and Challenges (Natural)

- |                     |                          |                                         |
|---------------------|--------------------------|-----------------------------------------|
| Precinct Boundary   | Floodway Area            | Endangered Ecological Communities (EEC) |
| 0-10 percent Slope  | High hazard Area         | Creek line                              |
| 10-20 percent slope | Flood Storage Area       |                                         |
| 20-30 percent slope | 1% AEP Flood + Freeboard |                                         |
| 30-40 percent slope | Flood Prone Land         |                                         |
| 40+ percent slope   |                          |                                         |

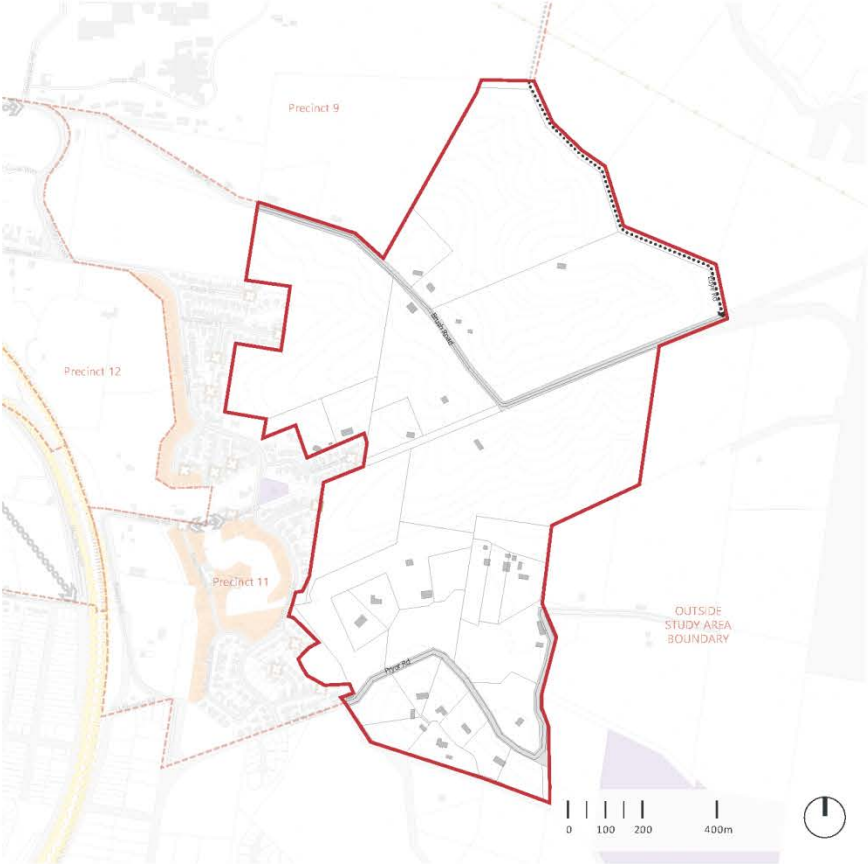


Fig 4.11.3: Constraints and Challenges (Urban)

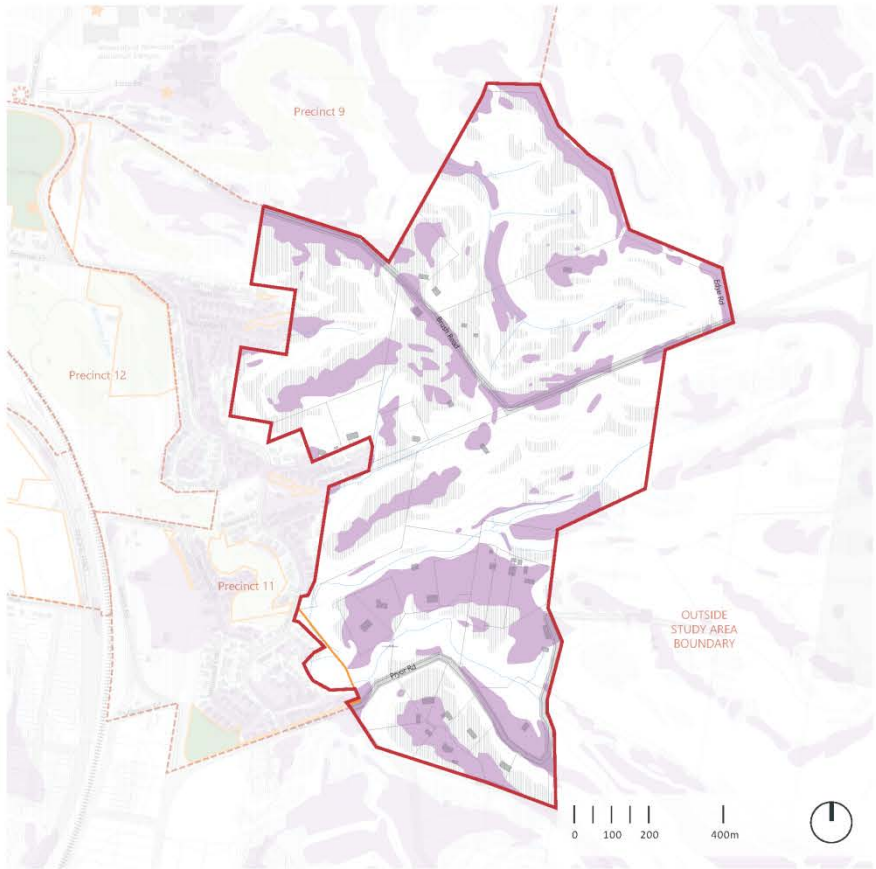
- |                                        |                                |
|----------------------------------------|--------------------------------|
| Precinct boundary                      | Busy Intersection              |
| Missing vehicle and/or pedestrian link | Powerlines                     |
| Missing/poor quality footpath          | Heritage                       |
| Transport corridor (noise and traffic) | Site specific issue (see text) |
| Dead end                               |                                |

GENERAL OBJECTIVES

- Support the ongoing success of rural and semi-rural industries;
- Preserve the rural character of the Precinct;
- Appropriately manage development on lands affected by flood and fire; and
- Increase public access to bushland areas, where appropriate, to provide an attractive environment for walking and cycling.

DESIRED FUTURE OUTCOMES

- Rural character features including homesteads, country lanes, plantations and hedgerows, are identified and protected, where practicable;
- New paths take advantage of country lanes, fire access tracks and creek lines, where appropriate, to improve walking and cycling links; and
- Longer-term opportunities to increase public access to bushland areas are considered.



- Precinct boundary
- Category 1 land (Slope less than 15%, no flood rating)
- Category 2 land (Slope between 15-20%, Flood rating of Flood Prone land, 1% AEP Flood + Freeboard, Flood Storage)
- Bushland with scenic qualities
- Parkland
- Council owned/controlled land
- Community Infrastructure
- Prominent site - Natural
- Prominent site - Urban
- Train Station

IMPLEMENTING CHANGE

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives.

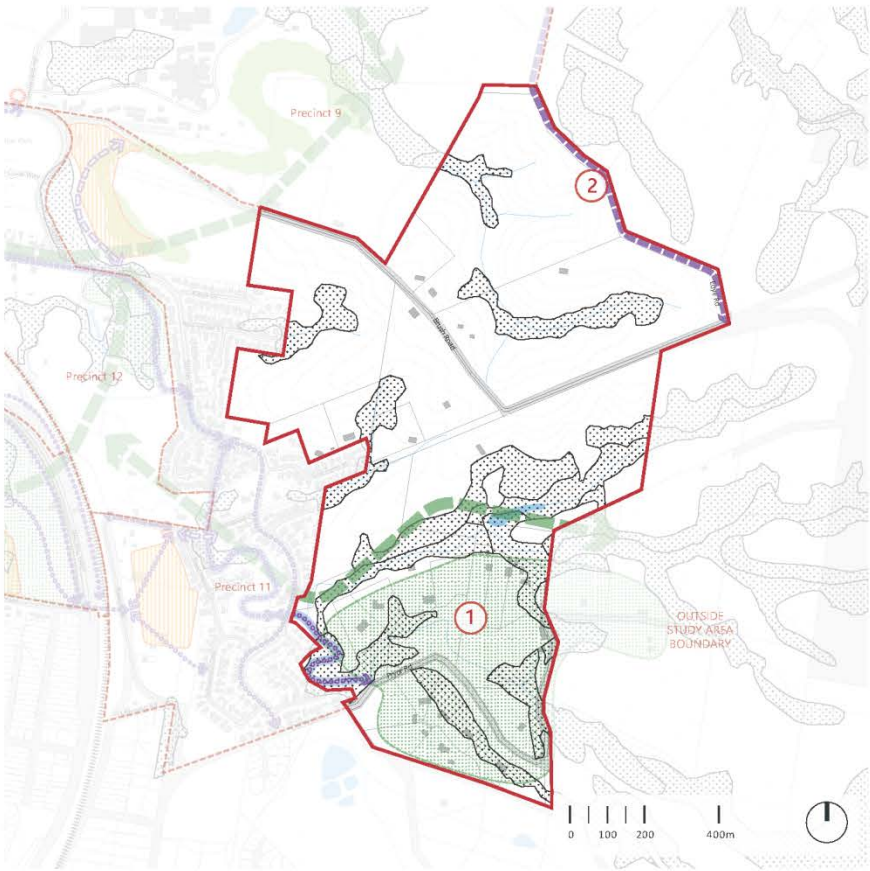
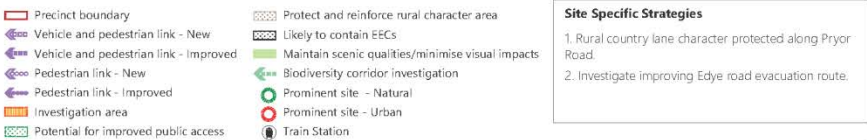


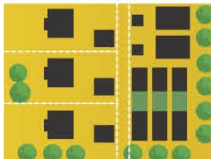
Fig 4.11.5: Strategies



# 4.12 PRECINCT 11

## RECOMMENDED TYPOLOGIES

### T3: Suburban



### T4: Small Lot/ Medium Density



### T6: Floodplain



## SETTING THE SCENE

Precinct 11 adjoins Bill Sohler Park and Bangalow Creek's floodplain to the east, the University Campus to the north, and residential areas of Lisarow to the south.

Shirley Street/Coachwood Drive currently serve as the major transport spine supporting predominantly residential development. This route also provides the main evacuation route for residents in surrounding suburbs during flood and fire events. The area has a history of being isolated during major flood events.

Most of the Precinct is within 1 to 2km of the Train Station and Town Centre, but connectivity is limited by the Creek, rail line and Highway, as well as a discontinuous path network.

Existing residential neighbourhoods within the Precinct are generally characterised by single storey detached dwellings, on lot sizes ranging from 450-850m<sup>2</sup>. There is limited capacity to support residential growth through the redevelopment of existing residential lots to provide medium-density housing, including dual-occupancy lots and attached dwellings.

There is an area of relatively flat and flood-free land located to the south of the Precinct, which is accessible via Bailey's Road. This area has largely been cleared to accommodate existing large lot and rural residential uses, and is generally accessible to existing water and power trunk infrastructure. It may be suitable for future residential development, subject to the provision of suitable flood protection and evacuation measures.

The forested hills at the north of the Precinct are important to preserving Ourimbah's biodiversity, habitat connectivity and bushland setting. This area may experience pressure for development, given its proximity to the University Campus, Train Station and Town Centre. Any new development would likely require significant biodiversity offsets and bushfire protection measures.

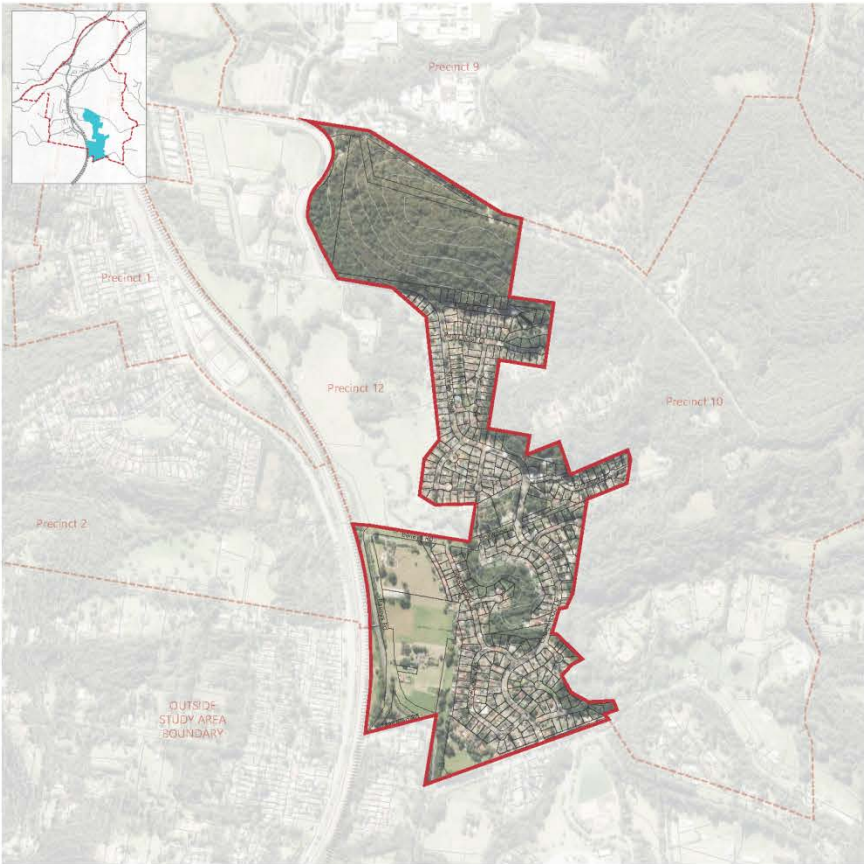


Fig 4.12.1: Precinct Aerial and Contour

Precinct Boundary

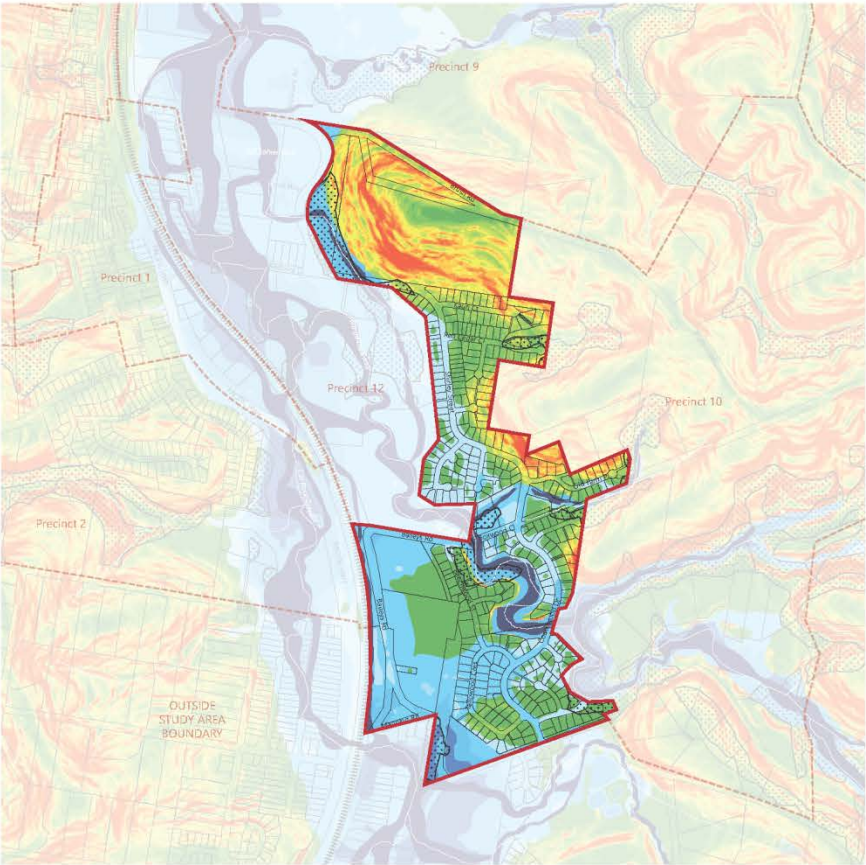


Fig 4.12.2: Constraints and Challenges (Natural)

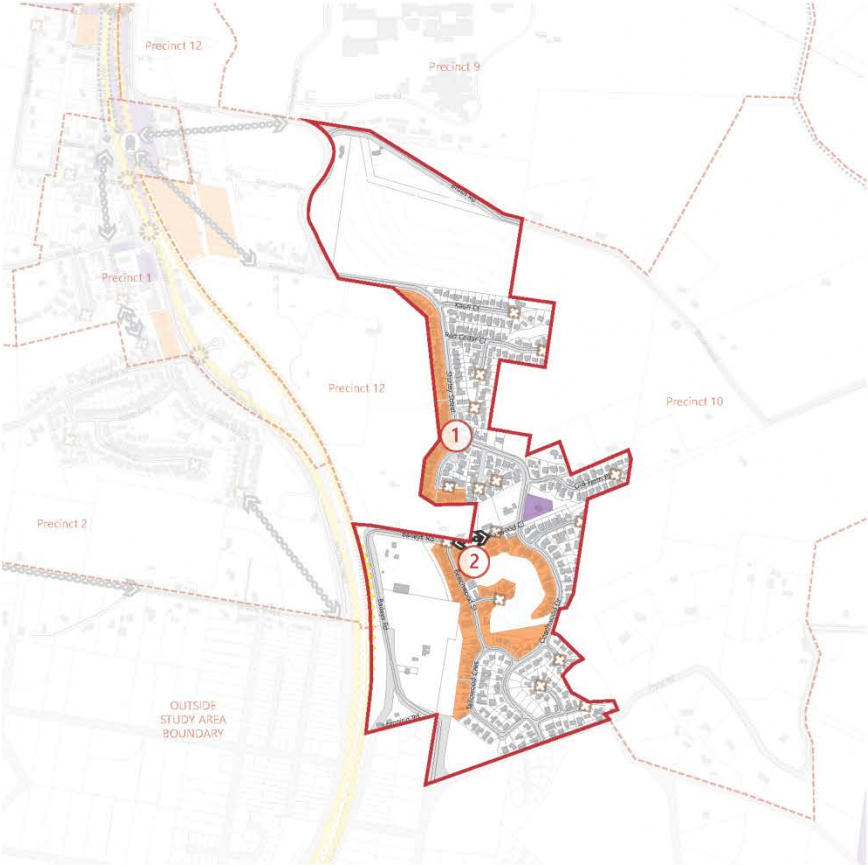


Fig 4.12.3 Constraints and Challenges (Urban)



**Site Specific Issues**

1. Residential properties face away from native bushland with fences along boundaries.

2. Footpaths not continuous along Shirley Street.

### GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Identify locations suitable for staff and student accommodation within easy walking distance of the University campus;
- Increase the variety of dwellings available in Ourimbah, including medium-density and apartment-style living;
- Increase public access to creeklines and provide an attractive environment for walking and cycling to/from nearby popular destinations;
- Provide suitable evacuation routes to support any population growth;
- Preserve the biodiversity values and scenic qualities afforded by the heavily forested hillsides.

### DESIRED FUTURE OUTCOMES

- The Precinct's distinctive and attractive suburban residential character will remain predominantly unchanged.
- A green buffer along Shirley Street between Bristow Close and Kauri Court provides a transition into the suburban residential area to the south, and supports habitat east-west connectivity.
- Pockets of new development will facilitate housing growth at:
  - Baileys Road, to facilitate T3-Suburban Residential.
  - Shirley Street, south of Brush Road, to facilitate T2-Bushland residential.
- New development at Baileys Road formalizes pathways to the existing pedestrian rail bridge.
- New pathways along creek lines are connected to new footpaths along Shirley Street and Coachwood drive to improve pedestrian and cyclist accessibility across the Precinct.

### IMPLEMENTING CHANGE

- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 11.1 (Shirley Street). This should, at minimum, identify site-level responses to address biodiversity, vehicle access, bushfire protection, drainage, and visual sensitivity issues.
- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 11.2 (Baileys Road). This should, at minimum, identify precinct-level responses to address vehicle access and flood evacuation.
- Redevelopment opportunities to provide medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- Council will identify Precinct-level requirements for biodiversity conservation and floodrisk management through other strategic initiatives.

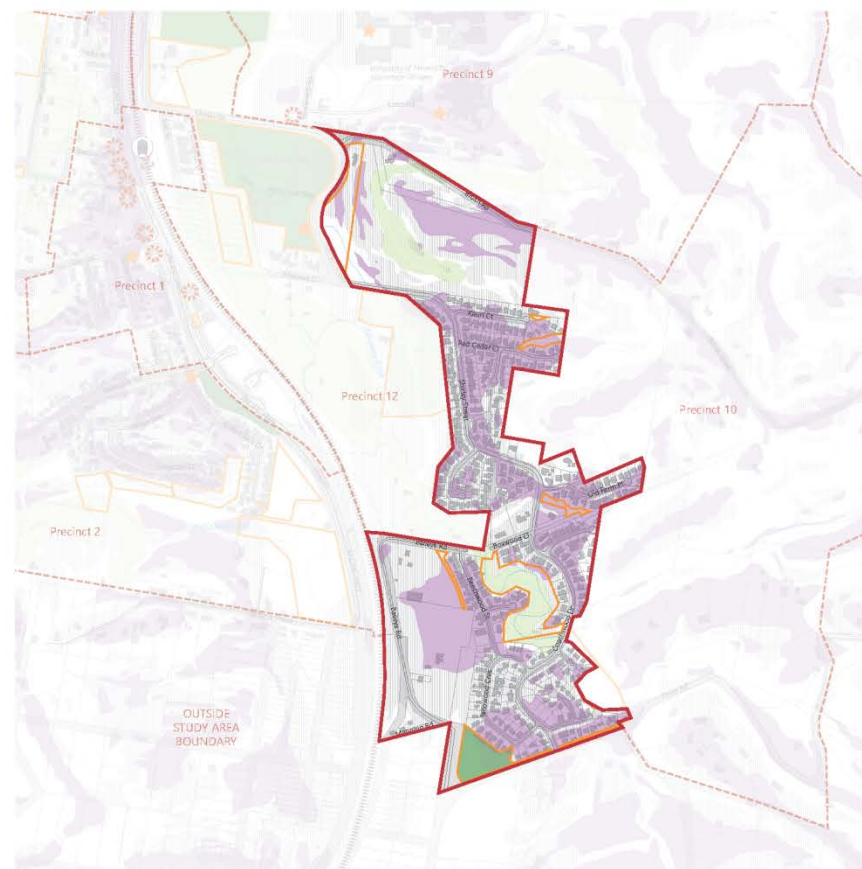


Fig 4.124: Strengths and Opportunities



Investigation area 11.1	
Current controls	Around 3.1ha in E3 (Environmental Management), minimum 40ha lot size Around 0.7ha in E2 (Environmental Conservation)
Land use change objective	Transition from T1: Rugged Terrain to T2: Bushland Residential
Yield assumptions and limitations	3.8ha: Gross area 1.9ha: Estimated net area <i>Known environmental management requirements: biodiversity conservation, land stability, bushfire protection and visual sensitivity</i>
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Local access road, preferably connecting Shirley Street and Brush Road</li> <li>Water and sewer</li> </ul>
Contribute toward Town Centre public domain improvements?	Yes
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Lot sizes ranging from 1,800 – 4,000+m2</li> <li>Mostly apartments and dual occupancy subject to detailed study and servicing investigation</li> <li>5-10 multi-dwelling lots</li> </ul>

Investigation area 11.2 (Bailey Street)	
Current controls	3.6ha in E3 (Environmental Management), minimum 40ha lot size 0.2ha in RE1 (Public Recreation)
Land use change objective	Transition from T7: Rural Residential to T3:Suburban
Yield assumptions and limitations	3.8ha: Gross area 2.7ha: Estimated net area <i>Known environmental management requirements: flood protection and evacuation</i>
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Flood evacuation improvements, likely to require a bridge to connect Boxwood Close and Baileys Road</li> <li>Walking / cycling paths to Town Centre via Highway footbridge, including off-road routes</li> </ul>
Contribute toward Town Centre public domain improvements?	Yes
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Between 30-45 new dwellings, depending on environmental constraints</li> <li>Lot sizes ranging from 450-650m2</li> <li>Mostly detached dwellings</li> <li>1-2 storey buildings</li> </ul>

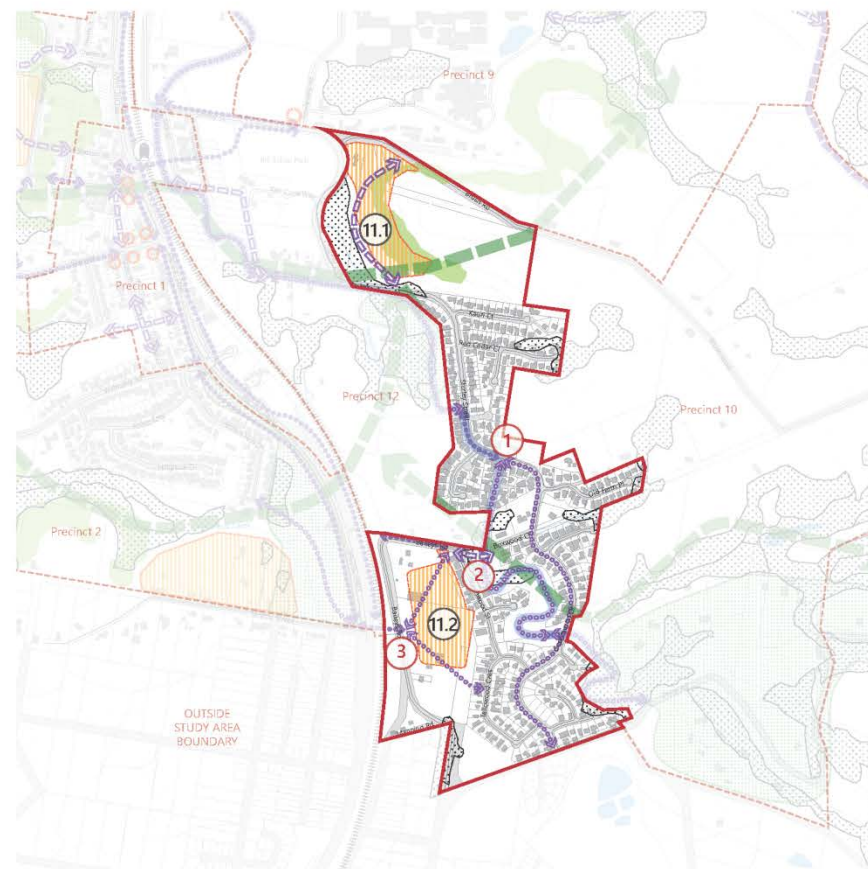


Fig 4.12.5: Strategies

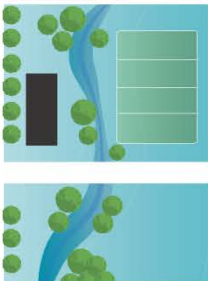
**Site Specific Strategies**

1. New footpaths along Shirley Street and Coachwood dr.
2. Investigate suitability of pathways along creeklines
3. Improve and create pathways to rail bridge with new development.

# 4.13 PRECINCT 12

## RECOMMENDED TYPOLOGIES

### T6: Floodplain



## SETTING THE SCENE

Precinct 12 is situated on low-lying land in the Bangalow Creek valley, and is entirely flood-affected. Land within the Precinct is predominantly used for recreational and agricultural purposes, with much of the floodplain used for grazing. The Precinct accommodates a high level of through-traffic due to its location between the Train Station, University campus, and established residential neighbourhoods. The range of sporting and recreational facilities at Bill Sohler Park and Ourimbah Soccer grounds also makes the Precinct a destination in its own right.

The proximity of the Precinct to major transport routes, including the Train Station and the Highway, does generate pressure for more intense forms of development. This has already led to industrial development along Mill Street and Ourimbah Street, as well as rural residential development along Chittaway Road and at Bristowe Close. Residential uses in the remainder of the Precinct are generally ancillary to agricultural uses.

Vehicular routes through the Precinct are flood-affected, and some areas may become isolated during flood events. These roads also serve as evacuation routes for people living in surrounding residential areas to access the Highway via the Chittaway Road rail bridge. Council is already investigating options to improve flood evacuation routes, which may lead to road modifications within the Precinct.

Despite its location close to the University campus, Train Station and Town Centre, this Precinct is anticipated to remain largely rural in character. This recognises the extent and severity of flood risk within the area. Over the long term, the area may be suitable to accommodate Transit Oriented Development on lands close to the Train Station. The siting and design of new buildings will need to respond to the flood risk and flood management requirements arising from Bangalow Creek.

The Precinct does have the potential to play a greater sporting and recreational role for Ourimbah. This could include further embellishments to existing parks and sporting fields to provide additional facilities, or the use of Council-owned land for activities such as community gardens and allotments.

Pedestrians and cyclists currently rely predominantly on roads or roadside paths to traverse the Precinct. There are also opportunities to increase public access to creek lines and riparian areas, where appropriate, to expand Ourimbah's broader open space and path networks. This would assist in providing more direct and attractive pedestrians and cyclists connections to use for recreational journeys or travel between major destinations.

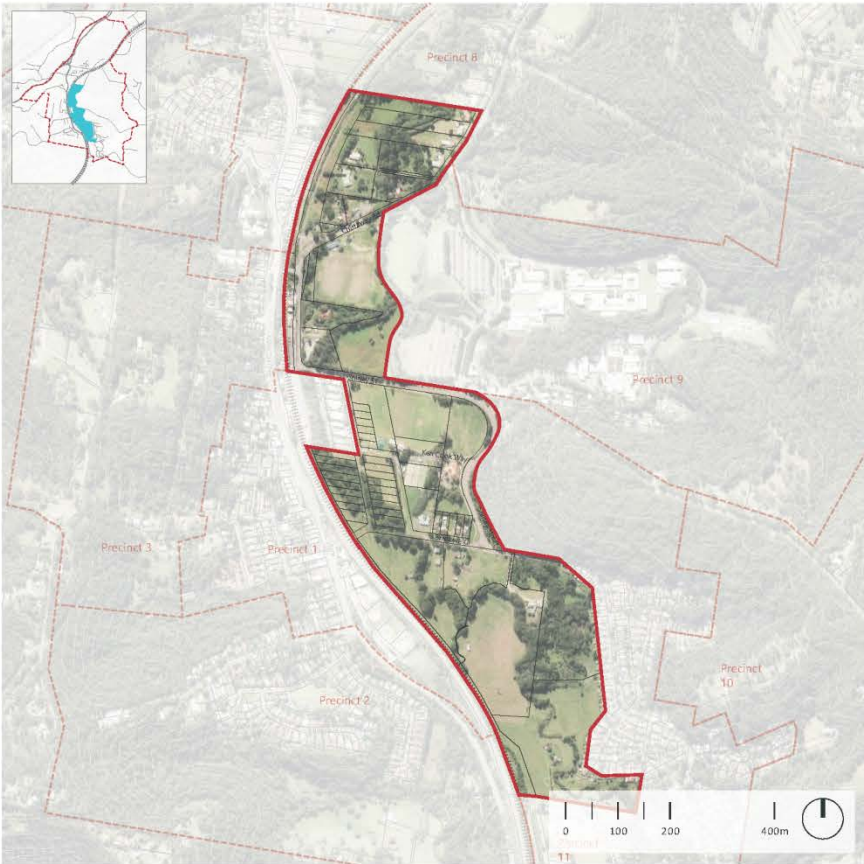


Fig 4.121: Precinct Aerial and Contour

Precinct Boundary

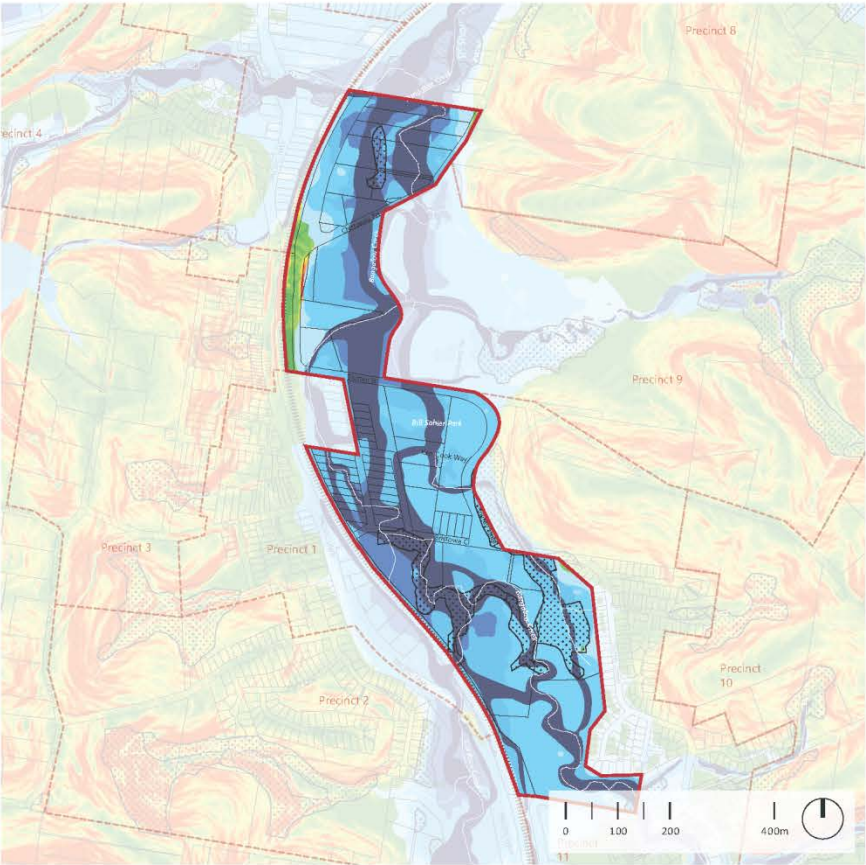
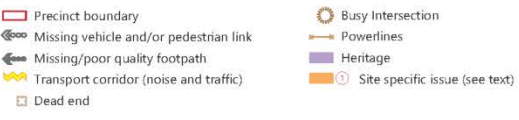


Fig 4.122: Constraints and Challenges (Natural)



Fig 4.123: Constraints and Challenges (Urban)



**Site Specific Issues**

1. Busy roundabout and bridge are often congested. No pedestrian crossing over bridge.

2. No direct visual link between University Campus and Train.

3. Inappropriate lot structure not reflected in built form.

4. Existing link from Train Station to Shirley Road (including footbridge) requires upgrading.

GENERAL OBJECTIVES

- Discourage new urban development or uses in locations where risks associated with flood or fire cannot be practicably managed;
- Preserve the rural character of the floodplain within the Precinct;
- Facilitate recreational and community uses;
- Provide convenient links to and between the University Campus, Town Centre and Train Station;
- Increase public access to riparian areas, where appropriate, to provide an attractive environment for walking and cycling; and
- Facilitate growth close to the Train Station over the long term.

DESIRED FUTURE OUTCOMES

- Strategic planning considers the potential for transit oriented development close to the Train Station, and identifies appropriate flood risk management measures to support this.
- Land owned or management by Council is used for the benefit of the community.
- New paths take advantage of creek lines, where appropriate, to improve walking and cycling links.

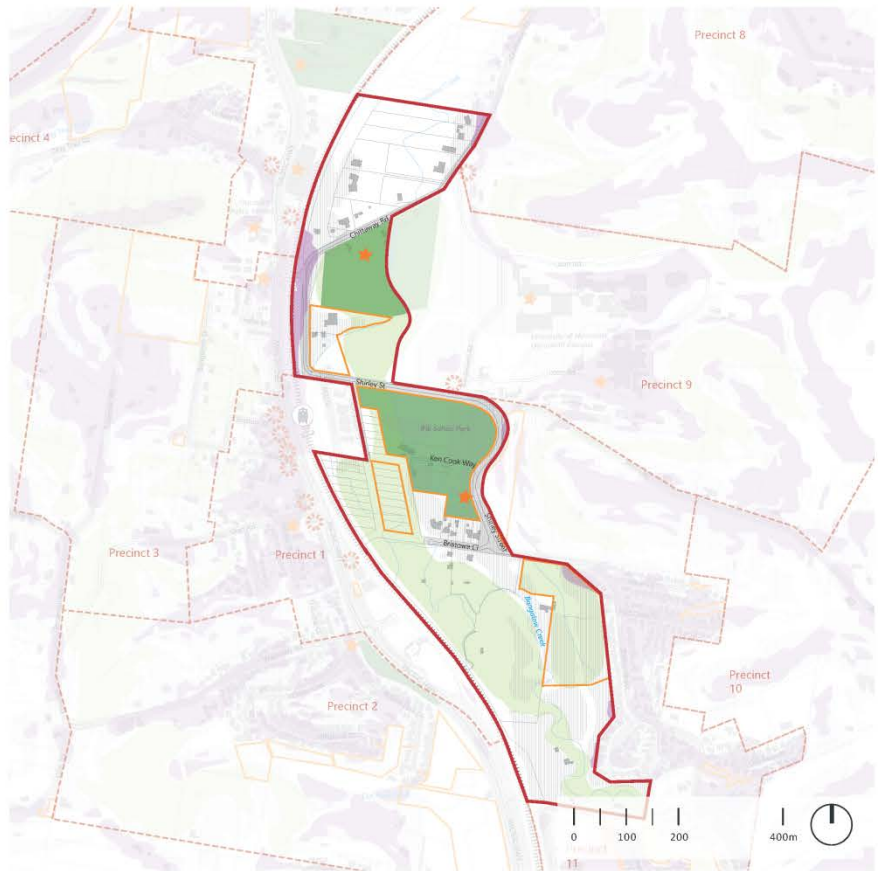


Fig 4.124: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council may identify investigation areas to encourage development close to the Train Station through future strategic initiatives, including the preparation of LGA-wide strategies or the review and update to this Strategy.
- Council will investigate road and pedestrian improvements to support floodrisk management requirements through other strategic initiatives.
- Council will investigate opportunities to support sporting and recreational developments, including on land owned or managed by Council, through other strategic initiatives.

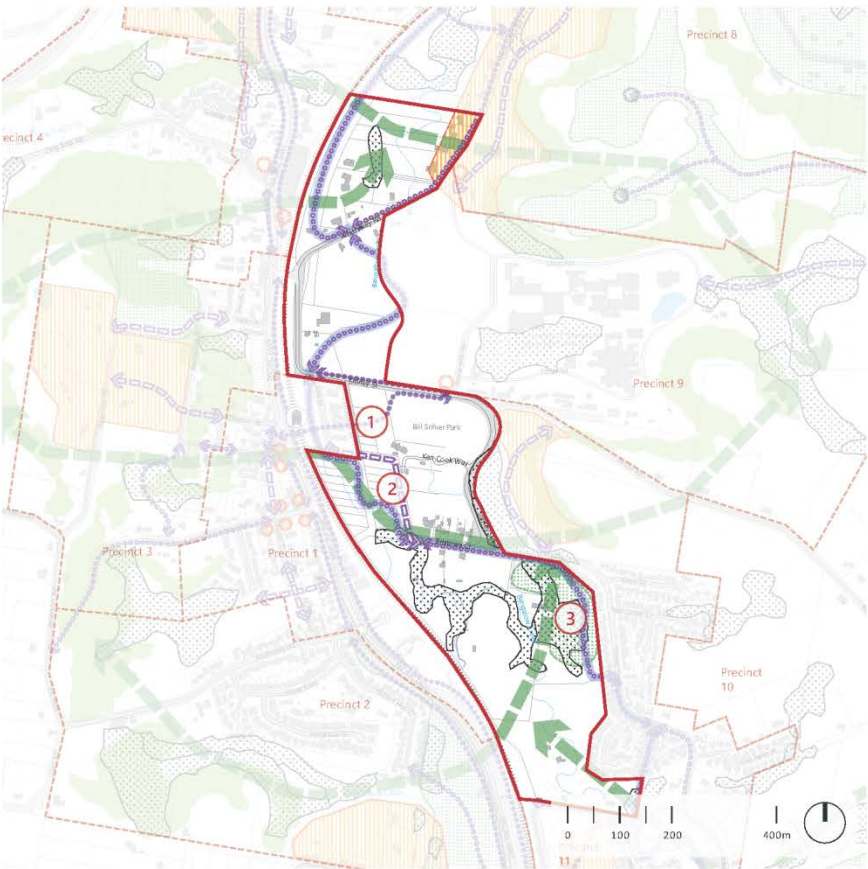
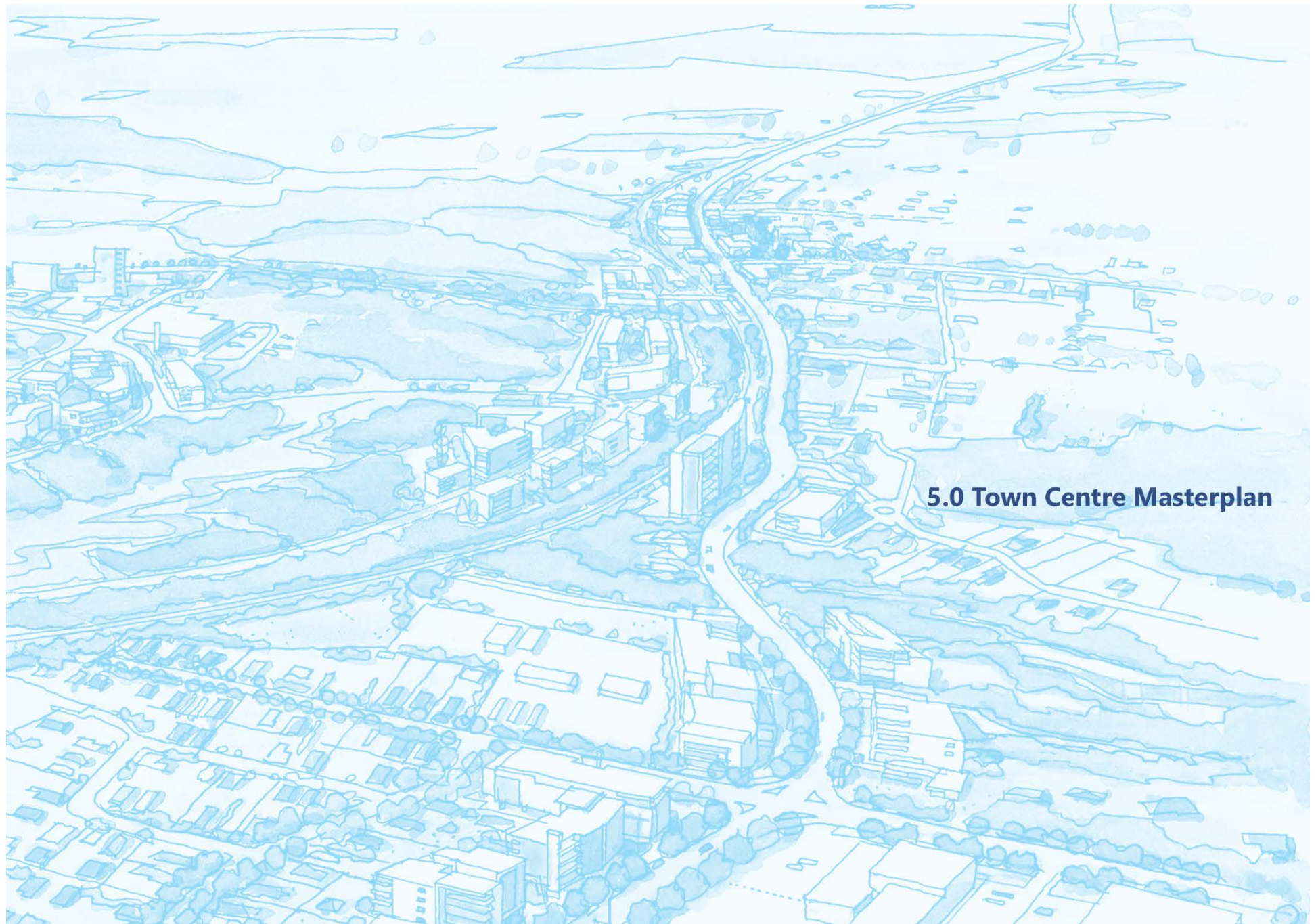


Fig 4.125: Strategies

<ul style="list-style-type: none"> <li>Precinct boundary</li> <li>Vehicle and pedestrian link - New</li> <li>Vehicle and pedestrian link - Improved</li> <li>Pedestrian link - New</li> <li>Pedestrian link - Improved</li> <li>Investigation area</li> <li>Potential for improved public access</li> </ul>	<ul style="list-style-type: none"> <li>Protect and reinforce rural character area</li> <li>Likely to contain EECs</li> <li>Maintain scenic qualities/minimise visual impacts</li> <li>Biodiversity corridor investigation</li> <li>Prominent site - Natural</li> <li>Prominent site - Urban</li> <li>Train Station</li> </ul>	<p><b>Site Specific Strategies</b></p> <ol style="list-style-type: none"> <li>1. Improve pedestrian link between Train Station and University Campus.</li> <li>2. Investigate more direct link between Train Station and Shirley Street residential.</li> <li>3. Investigate Bangalow Creek Walk.</li> </ol>
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**5.0 Town Centre Masterplan**

## 5.1 VISION AND OBJECTIVES

The Town Centre Masterplan section follows on from Section 4.2: Precinct 1.

The vision for the Masterplan is that:

Ourimbah's Town Centre has an urban village feel, and serves as the heart of community life. Its distinct 'timber town' character is preserved in heritage buildings and historic facades, and reflected in the design of new buildings. It has developed a new Main Street that offers convenient opportunities for people to socialise, shop and meet their day-to-day needs. Walking through the Town Centre is part of people's regular routine, whether they be pushing a stroller, walking the dog, or catching the train. The convergence of local commercial, community, and residential uses, combined with a pleasant street environment, invites people to visit, and encourages them to stay longer. It is a local place of recreation, history, convenience, and community.

Six objectives for planning and design will assist in realising this vision. These are to:

1. Increase urban density, providing for a mix of commercial, community and residential uses;
2. Establish a new main street with two active frontages;
3. Facilitate the development of a small supermarket or general store;
4. Rationalise parking;
5. Respond to unique heritage and bushland setting; and
6. Improve urban structure, integration and connectivity at the time of renewal.

## 5.2 PREFERRED INDICATIVE LAYOUT

The Indicative Layout Plan (Figure 5.1) illustrates the preferred urban structure for Ourimbah's Town Centre. This will provide new opportunities for development to accommodate a mix of commercial, community and residential uses that will bring more people into the Town Centre. The priority structural and public domain improvements that can support this revitalization are summarised below, with further detail for specific concepts provided in later sections.

1. **New Main Street:** Re-orienting the main commercial frontage away from the Highway will provide more convenient access to local services and destinations, and enable the creation a more pleasant street environment. The preferred alignment for achieving this is through the staged extension of Jaques Street (1). The new Main Street will be designed to offer a people-friendly environment, with on-street parking, dual active frontages, public spaces, informal pedestrian crossings.
2. **Dennys Lane:** Extending pedestrian connections further to Station Street will assist in providing more direct walking and cycling routes to the Train Station (2). This extension will require the modification or re-locating an existing telecommunications exchange facility. The area has the potential to be an important public space close to the station and the historic post office. The plan for this area may include the adaptive reuse of the historic Post Office and or the Postmasters Cottage.
3. **Jaques Street south of Glen Road** will remain a pedestrian-friendly street (3). As renewal occurs, it will offer wide footpaths and, public seating and movement. Landscaping will include street trees along each side at key locations.
4. **Jaques Street extension** toward the south may connect to and Natasha Close. This will be investigated over the longer term, to assist in reducing vehicle reliance on the Highway for local trips and provide improved access from Walmsley Road (4).
5. **A new local street** may be created connecting Albert Street, Jaques Street, and the Pacific Highway to improve local connectivity (5).
6. **New Main Street entry points:** New Main Street entry points: The Jaques Street intersections at Glen Road and King Street will become the new local gateways to the Town Centre (6). These should be designed to indicate to road users that this is a pedestrian-friendly area, through, for example, pavement materials or colours, and widened footpaths at the corners.

7. **Town Centre to University link (via the Train Station):** The Town Centre, Train Station and University are the busiest destinations in Ourimbah. Providing attractive connections (7) between these places will encourage more people to walk, cycle and catch public transport, benefiting local businesses and services. Convenience, accessibility and personal safety will be priority considerations in designing this link, which traverses the Highway, rail line and floodplains.
8. **New Public Square (indicative location):** Creating a small public square close to the Train Station would assist in activating the area (8). This should provide a shaded space that encourages sitting, play and gathering, encircled by supporting convenience food and retail outlets to create an engaging space. It may also provide an opportunity to improve the setting of, adaptively re-use existing heritage buildings including the Post Office.
9. **New community centre (indicative locations):** Council has identified the need for a new community centre in Ourimbah. Locating this within the Town Centre is preferred, to reinforce the Town Centre's role as a local service centre. Identifying a recognisable and easily-accessible location will also assist in catalysing change. Re-use of the distinctive Nissen Hut at Glen Road could provide an opportunity to provide visible activity at an important entry to the Main Street, with the proposed public square also contributing to this outcome. An opportunity to re-use the Nissen Hut for this purpose is currently being investigated (9). An alternative location could be near the post office.
10. **New retail anchor / supermarket (indicative locations):** The resident and service populations of Ourimbah are anticipated to continue growing, generating sufficient demand for a retail anchor or small supermarket. The Town Centre is the preferred location for this type of development, with pedestrian entry directly from, or visually connected to the Main Street (10). Lot consolidations will likely be required to support this development.
11. **Heritage features:** Retaining and enhancing the Town Centre's heritage features will provide a sense of continuity amidst the broader changes. Consolidating development to re-orient the Main Street away from the Highway will preserve the setting of heritage dwellings fronting the Highway. Minor modifications to the Train Station building to upgrade the crossing, can be achieved without affecting its heritage significance.



Fig 5.1: Indicative Layout Plan

### 5.3 TOWN CENTRE STRATEGIES

Ourimbah's Town Centre is an important focus for the delivery of local services and social interaction. The future role and structure of the Town Centre was considered in greater detail as part of this project, to enable it to continue to be an important reflection of the lifestyle that the local area offers. The Masterplan for the Town Centre covers seven urban blocks (Figure 5.2), and addresses a range of opportunities and challenges.

Several variables will influence how the Town Centre may be configured and developed in future. The degree to which sites might be consolidated is a significant factor. Certain uses, such as car parks or supermarket, may only be introduced if sites can be consolidated to larger size.

A degree of flexibility is required when approaching the design of the Town Centre. Five key strategies have been developed to realise the six objectives presented in Section 5.1. These relate to:

- 1. Access and circulation
- 2. Car Parking
- 3. Land uses
- 4. Public domain
- 5. Built form



Fig 5.2: Town Centre Blocks and Potential Development Sites

- Masterplan Boundary
- Urban Block
- Potential Consolidated Development Sites
- Block Numbers

Each strategy in this section provides information on:

- **Desired future outcomes:** to describe what type of change is being sought within the Town Centre. These outcomes align with the long-term vision, and objectives for the area, and will provide an ongoing basis for future decision-making.
- **Setting the scene:** providing a context for planning within the Town Centre, recognising challenges arising from the current and likely future situation.
- **Guidelines:** to describe how the desired future outcomes will be pursued.
- **Implementing Change:** which indicate steps Council may take to influence and encourage progress towards delivering the desired future outcomes.

Where appropriate, strategies show different options for development, and recommend a best-case scenario. These best-case scenarios have been used to formulate the preferred indicative layout, presented in Section 5.2.

## STRATEGY 1: Access and Circulation

### DESIRED FUTURE OUTCOMES

- A new main street is activated by active retail and commercial on two sides.
- New linkages inside the town centre reduce the need to use the Highway for local movements.
- The intensification of the Town Centre is supported by an appropriate access and circulation system. This includes pedestrian links and service vehicle access.
- The need for motor vehicle usage is reduced by providing goods and services locally along with better access to public transport.

### SETTING THE SCENE

While the Pacific Highway was initially built to accommodate ox carts, it is now a regional route accommodating a high volume of traffic, including heavy vehicles. The ongoing Highway upgrades are expected to further increase traffic volumes passing through and physical infrastructure located within Ourimbah.

The Town Centre's main commercial frontage can be re-oriented away from the Highway. This new Main Street will become the local heart, encouraging people to spend more time in the Town Centre by offering a more pleasant

pedestrian environment for people of all mobilities, while reducing vehicular reliance on the highway for local trips. Completing this north-south link will benefit those living in surrounding residential areas by providing more direct routes to the Town Centre.

Two alignment options were investigated for the new main street, extending either Jacques Street or Albert Street, northward from Glen Road to King Street and onward to Station Street. Option A, Jacques Street emerged as the preferred option given the relatively level gradient of the alignment and its proximity to the existing commercial activities in Ourimbah. This does have some challenges particularly in relation to procuring the sites along the alignment. The Albert Street alignment has the disadvantage of quite significant cross-fall making the development of a 2-sided retail street more difficult. Furthermore, the alignment crosses a fairly steep gully just to the south of King Street and its intersection with King Street occurs at a steeply sloping location.

The southward extension of Jacques Street would improve access to Walmsley Road and be further complemented by a new local road connection to Albert Street in the west and the Pacific Highway, adjacent to the Tall Timbers Hotel.

### GUIDELINES

- Create rear lanes and servicing of the sites within the mid-block in order to preserve street frontages for higher value active uses.
- Modify urban structure to achieve smaller urban blocks and higher intersection density.
- Improve connections between the eastern and western parts of the Town Centre via the Train Station.
- Improve access off the Pacific Highway.
- Reduce vehicular reliance on the Highway for local trips.
- Improve disability access within the public domain.

### IMPLEMENTING CHANGE

- Create rear lanes and servicing of the sites within the mid-block in order to preserve street frontages for higher value active uses.
- Investigate land acquisitions and consolidation of existing developments to deliver new main street.
- Extend Jacques Street onward from Glen Road to King Street and onward to Station Street (partly using land already owned by Council), and southward to Natasha Close creating a contiguous local connection from Station Street, through the western part of the Town Centre to Walmsley Road.
- New local road or shared pathway connection to Albert Street in the west and the Pacific Highway, adjacent to the Tall Timbers Hotel.
- Require disability access to be provided along routes from car parking areas and the Train Station to new anchor businesses and public facilities.



Fig 5.3: Town Centre Existing Circulation



Fig 5.4: Town Centre Future Circulation

## STRATEGY 2: Car Parking

### DESIRED FUTURE OUTCOMES

- Car parking is sufficient and supports the continued growth of the Town Centre.
- Car parking is convenient, efficient and does not dominate the public domain.
- Sustainable transport is encouraged. This reduces the overall need for car parking in the Town Centre.

### SETTING THE SCENE

Generally there is limited parking in proximity to the retail and services of the town centre, with competition between the commercial centre and station for parking. There is considerable demand for longer-term commuter parking near the station. Parking is likely to be an ongoing constraint to the growth of Ourimbah because most of the town's residents live at a distance, and driving is the primary mode of transport for the overwhelming majority. Presently car parking exists in most streets in the town centre as parallel street parking. Some small off-street car parks exist in association with shops and businesses. Providing adequate parking in the Town Centre is also difficult because of poor circulation, frequent vehicle driveways reducing street parking.

Large, consolidated car parking locations will encourage a more manageable, pedestrian-friendly environment across the Town Centre. However, the cost of car parking structures, means that they will tend to occur only where land value is high enough and the need for parking is sufficient to warrant the expense of their construction. The cost of structured car parks falls as sites become larger they can be more efficient in their circulation and construction. The relatively small size of most lots in Ourimbah township means that there are a limited number of sites large enough to produce efficient structures. This strategy proposes a reconfiguration of street parking and identifies possible sites for new large-plate off-street parking. This sections forms the basis for council to prepare a formal parking strategy.

### TOWN CENTRE OBJECTIVES

- Additional capacity to support growth of activity in the town centre.
- Improve convenience, access and function of car parking.
- Car parking strategy to support sustainable transport objectives.
- Timing of car parking to correspond with growing need.
- Seek opportunities to fund additional capacity through development rights and developer contribution.
- Utilise natural features including landfall to hide parking structures.

### STRATEGIES

- Investigate the identified consolidation blocks for capacity to include public parking. Figure 5.5 identifies a number of potential sites for car parking dependent on site consolidation patterns.
- Consider development bonuses (height and yield) in return for parking contribution.
- Consolidate vehicle cross-overs to optimise street parking.

- Configure Jaques Street for angle parking.
- Design to capitalise on landfall to minimise ramping and maximise active street frontage.
- Seek opportunities to establish an efficient (large floor plate) public car park either below ground or sleeved behind an active frontage.
- Consider development staging to include mid-term off street surface parking on consolidated sites as interim use until full scale development. One strategy to achieve a public car park in the centre, is for council to acquire sites in order to establish surface car parking. This may include a park-and-ride facility for commuters who drive to Ourimbah in order to catch the train to work. This has the advantage of generating 'footfall' in the town centre, adding passing trade for shops, particularly convenience grocery for the homeward journey. For example, block 2.1 is a great long-term opportunity for a supermarket, but in the interim could be used as a car park.
- Consider consolidated parking to serve the needs of smaller development sites incapable of large or efficient parking (this could include relief of parking requirements in return for financial contribution to consolidated sites).

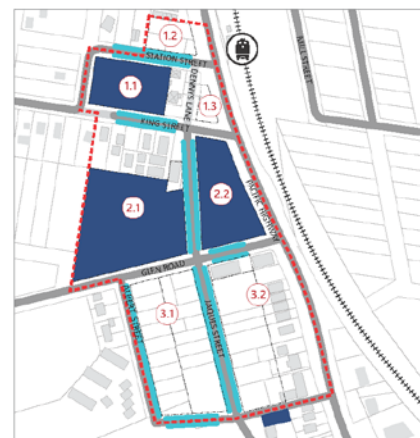


Fig 5.5: Town Centre Carparking Diagram

- Masterplan Boundary
- Potential Consolidated Development Sites
- Possible Site for Large Carpark
- Street parking
- Block Numbers

## STRATEGY 3: Land Use

### DESIRED FUTURE OUTCOMES

- The Town Centre is a very desirable area to live, work and visit. Services, parkland and transport are all within a few minutes walk with Jaques Street as the focus of social and commercial life in Ourimbah.
- Land uses support an active and high quality public domain with good physical connections, particularly for walking in all directions.
- There is a sense of community and vibrancy in the Town Centre, with new residential development close to public transport, retail and services.
- New development includes a diversity of commercial and community uses so visitors are able to achieve multiple goals in a single trip.
- The built environment in the Town Centre offers a mixture of building types including a supermarket, shoptop housing and medium-rise apartment buildings.
- There is a diversity of household types in the Town Centre, including smaller and single-person households as well as single parents and seniors living.

### SETTING THE SCENE

Presently there is a mix of residential, commercial and community uses in the centre. The plan is to build upon this mix with a broader array of land uses in the township. The centre would benefit from a grocery store or small supermarket, this would establish a retail anchor which would support the viability of a range of other retail and services.

The new Main Street provides opportunities for:

- Establishing a small supermarket, grocery store or anchor retailer.
- Growing existing or new businesses, including specialty shops, cafes, restaurants and clothing stores.
- Shop-top housing or visitor accommodation in the heart of the Town Centre.
- Specialist allied health services.
- The Nissen Hut has historically been used for community uses. This site or the Post Office site might provide for a variety of community uses, including community group meetings, or recreation uses. It could also provide a base for uses such as farmer's markets or other community-oriented commercial activity.

Mixed use or shop top housing represents a desirable building type in the town centre. Street-facing shops create active frontages with shops at ground level, and residences above, thereby creating natural surveillance from upper level windows overlooking the street and adding to the residential community who have a sense of stewardship towards the town centre. Including residential apartments is also likely to strengthen the financial viability of development projects in the Town Centre.

### GUIDELINES

- Incorporate ground-floor uses, such as outdoor dining, to utilise the street and contribute to the liveliness of the Town Centre.

- Recognise the importance of residential land use to encourage lot consolidation to achieve viable development sites.
- Create the public domain setting for an expanded range of commercial activities.
- Significantly increase the number of people who live in the town centre, close to shops and public transport.
- Consider staged development that might entail surface car parking on part of the area as an interim landuse while preserving the opportunity to future redevelopment with more intensive development (see Strategy 2: Car Parking).

### IMPLEMENTING CHANGE

- Provide incentives to realise this plan by making rezoning and increases in development yield contingent upon achievement of strategies.
- Sloping sites to be developed with stepped form to maintain close connection with street frontage.
- Consider relaxing car park requirement on specific sites for commercial uses if parking can be provided off-site or if alternate strategies can be developed.
- Create rear lanes and servicing of the sites within the mid-block in order to preserve street frontages for higher value active uses.
- Community Centre: Consider historic Nissen hut (re-use building if suitable or redevelop site) for a community use such as occasional market, community hall or other.
- Create a new public plaza between sites 1.1 and 1.3 to provide a pleasant link between Jaques Street and the station and also to create a good setting for the renewed, repurposed Post Master's cottage.
- Encourage consolidation of 1.1 for redevelopment as mixed use building with commercial uses along the eastern side (facing the post office site) and residential apartments across the remainder of the site.
- Consider opportunity for car parking, including for public or retail uses in site 1.1.
- Encourage consolidation and redevelopment of site 1.2 with mixed use including commercial or retail at ground level and residential apartments above.
- Blocks 2.1, 2.2 or 3.1 may be suitable for a supermarket with pedestrian entry off the main street.

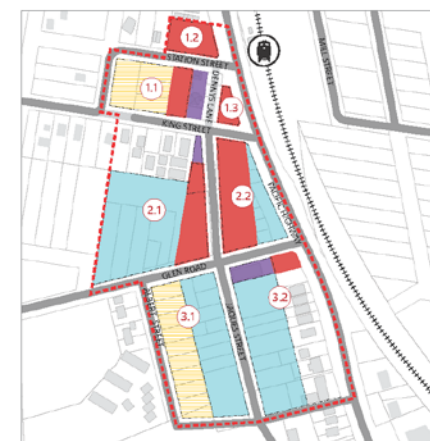


Fig 5.6: Town Centre Future Land Use Diagram



## STRATEGY 4: Public Domain

### DESIRED FUTURE OUTCOMES

- Streetscapes and public spaces provide a setting for social interaction that enliven the Town Centre. Engaging, safe and comfortable streets and public spaces encourage people to visit and stay.
- Attractive streets and direct links to both train and bus, as well as the provision of comfortable waiting areas, mean that public transport is well used.
- Streetscapes strengthen the Town's historic character and give the Town Centre an outdoor character.
- Town centre streets comfortably accommodate pedestrians, cyclists, vehicles and also promote equal access. Priority is given to pedestrians.

### SETTING THE SCENE

Extensive areas of grass, various low plantings and large trees give the existing public domain a pleasant informal character. However, cars parked on verges, unmade kerbs and the absence of footpaths make it clear that there is an opportunity to improve the public domain. The public domain also suffers from close proximity to the major arterial road of the Pacific Highway. This means that high volumes of high speed vehicles pass very close to the existing town centre.

There is no continuous public domain or path of travel thorough the town centre, except for along the Pacific Highway. Furthermore, all the cross streets become very steep as they ascend the hill to the west and they lack continuous footpaths. Consequently, there is very little pedestrian activity in the town centre.

This Masterplan sets out a way to transform the structure and character of the public domain in the town centre to create a pleasant and active physical environment. This provides an opportunity to establish requirements and benchmarks for improving access for people of all mobilities, and incorporating more sustainable design practices from the outset.

### GUIDELINES

- Provide opportunities to extend and improve pedestrian space through out the Town Centre.
- Identify areas of potential pedestrian/vehicle conflict and rectify where possible while giving priority to pedestrians in the town centre.
- Create a range of pleasant spaces for social interaction.
- Create clear and generous pedestrian connections to public transport and ensure the provision of comfortable waiting areas e.g. seating and shelter.
- Streetscapes and public spaces relate to the surrounding buildings and offer an attractive and pleasant experience.
- Activities and events enhance and activate the streetscape along building frontage.
- Ensure new development addresses and contributes to the quality of the public domain.
- Incorporate sustainable design principles into the public domain, to minimise environmental and financial impacts.
- Improve disability access within the public domain.

The following typical street characters are proposed for the Town Centre;

**Main Street** area is intended to have a distinctly urban character, vehicle access is intended to be permitted however the whole environment should give clear cues to pedestrian priority. It is typified by:

- Street awnings over footpath.
- Footpaths and street furniture designed to suit the adjacent retail uses.
- Parallel parking.
- Easy for pedestrians to cross the street either mid-block and corner.
- Roadway may be considered as shared way, where feasible.



Fig 5.7: Town Centre Public Domain Diagram



**Residential Streets** public domain is intended to provide easy walking access along these streets, and should include street furniture for passive recreational use of streets. Trees and other plantings in the residential streets will combine with planting the front courtyards of adjacent development to create a pleasant green character. It is typified by:

- Continuous and convenient footpaths.
- Nature strips or beds for trees and mass planting.
- Parallel and angled parking.
- Street furniture such as seating in relation to planting.
- May incorporate water sensitive urban design.

**Station Precinct** is intended to be a pedestrian environment. The detailed design of this area will determine the extent of hard and soft landscape. The space may include uses such as town square and children's play area. It may also serve for public and community outdoor events such as music performance and markets.

- Landscape to respond to heritage post office and cottage.
- Design may include public art.
- Design to include flexible community and public uses.
- Disability access is prioritised in the design of all public domain improvements.

**Highway Frontage** public domain is largely determined by the recent upgrade works along the corridor and is unlikely to change in the life of this master plan.

**Bushland Interface** is intended to create a transition between the urban setting and the adjacent bushland. It should have the following elements:

- Water Sensitive Urban Design.
- Native mass planting.
- Native trees.

**Biodiversity Corridor** should be investigated along King Street. Vegetation could be selected to support the movement of wildlife across the valley. It also presents an opportunity for the street to have a distinctive character.

- Consider placing powerlines underground to allow canopy tree growth.
- Consider mass planting to aid the movement of terrestrial mammals.
- Consider the introduction of structures to aid the movement of arboreal animals along the street and across the highway and rail corridor.

#### IMPLEMENTING CHANGE

- Public art should be appropriately placed throughout the township.
- Street trees, street furniture and landscape elements should be integrated into new developments.
- Pedestrian laneways should connect across blocks and open up opportunities for commercial developments and outdoor eating.
- Outdoor car parking should include trees for shade and visual amenity.
- Consider development bonuses (height and yield) in return for public domain contribution.
- Consolidate vehicle cross-overs to minimise vehicle impact on footpaths.
- Specify considerations for disability access and sustainability in relevant planning documents (e.g. Development Control Plan or Public Domain Plan).



Fig. 5.8: Artists Impression of the interaction of Jaques Street and Glen Road

## STRATEGY 5: Built Form

### DESIRED FUTURE OUTCOMES

- Streets are activated through passive surveillance and building frontages offer attractive facades, delineated entrances, landscaping and public spaces.
- The Town Centre has a pleasant urban village feel. Buildings, entries and shop fronts are oriented toward the new main street (Jaques Street).
- Ourimbah's distinct 'timber town' character is preserved in the heritage houses and the post office, and reflected in the design of new buildings. This is achieved through the use of materials such as weatherboard, window design and architectural form such as hip and gable roof.
- Buildings in the core of the Town Centre and those with shops and offices at the ground level are generally taller than straight residential buildings.

### SETTING THE SCENE

State-level policies, such as SEPP 65 and the Apartment Design Guide (ADG) apply across all apartments and mixed use buildings in NSW. This masterplan is intended to be read in conjunction with any policy applying.

The existing building form of the Town Centre reflects its historic development as a small highway-oriented village and service centre. The process of gradual subdivision and development which took place mostly during the mid-twentieth century has produced a pattern of single story shops and one and two story detached houses. More recent development has seen the introduction of some one and two story terrace houses and townhouses, together with some low-scale commercial and mixed use buildings. Development tends to include building frontage setbacks from street edges and at-grade parking. The character of the whole is quite suburban, varied and informal.

Land ownership in the town centre is fragmented. Consolidation will be necessary for redevelopment to proceed, especially to achieve sites capable of larger retail plate size necessary to establish anchor grocery retail. Flatter areas should be optimized and steeper sites will require careful design development to ensure the centre develops with excellent streets and buildings that are responsive to the landfall (refer to ADG Figure 2C.4 & Figure 3A.6).

The masterplan represents a step change to a more urban setting that will support a growing and varied living and work environment close to the train station at the heart of Ourimbah. Redevelopment will adopt building form necessary for high quality urban environment such as basement car parking, street-facing balconies and windows. Importantly, the significant change in building typology will be coupled with restructuring and infrastructure necessary to ensure an excellent town centre.

### GUIDELINES

- Protect solar access to important public outdoor space.
- Built form to reinforce streets by generally aligning with and addressing the street.
- Provide opportunities for building articulation by not entirely filling the permitted envelope.
- Provide incentives to facilitate outcomes that might not otherwise be achieved, such as commercial uses, basement car parking or lot consolidation.
- Front setbacks enhance the setting for the building with greenery.
- Take advantage for sloping sites to maximize views.
- Design to respond to sloping street frontages in a way that maintains frequent connections to the streets such as: doors, gates and windows.
- Development responds to the desired streetscape character and to Ourimbah's historic 'timber town' character especially new historic post office and station.



Fig 5.10: Town Centre Setbacks Diagram

- Masterplan Boundary
- Potential Consolidated Development Sites
- Commercial Front Setback- 0m
- Residential Front Setback- 5m
- Setback Dependent on Use
- Block Numbers

### IMPLEMENTING CHANGE

Any development in this area must consider the development of adjacent sites, and ensure that its design does not preclude their development in line with this Masterplan. This should be illustrated by schematic design options that show how adjacent sites may be developed alongside any proposal.

#### Height

- Maximum building heights should generally be 3 stories for straight residential, 4 storeys if the ground floor is commercial.
- Reduced heights or other mitigation should be considered where new buildings abut existing heritage or lower-height development.
- Landmark and corner locations could be enhanced through higher building elements and distinctive design, subject to merit assessment on amenity considerations.

#### Setbacks

- Commercial and retail may be developed with zero setback.
- Residential front setbacks to have a minimum of 5 meters setback to allow an entry courtyard with sufficient width to be useful, such as for a BBQ area.

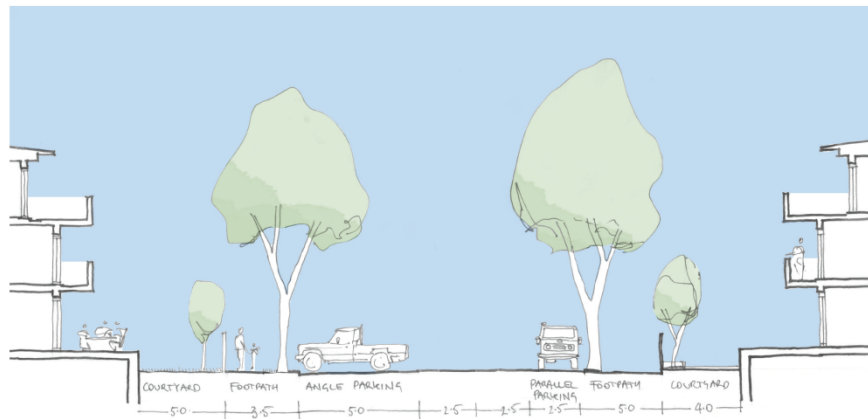


Fig 5.11: Typical Cross Section through residential street

- Rear setbacks to have a minimum of 6 metres to allow building separation and servicing of buildings.
- Side setbacks may be zero for the first floor where the use is commercial, upper levels to be set back per the Apartment Design Guide.
- Zero side setbacks may be considered on upper levels mixed use main street buildings if there is a clear advantage in doing so.

#### Building Design

- Main Streets facades should not include blank walls.
- Building entrances along Main Streets should be highlighted.
- Awnings should extend the full length of buildings where part of main shopping area.
- Balconies overlooking the street should be provided passive surveillance and activation.
- Roof terraces may be considered where impacts to surrounding uses are manageable.
- Sloping street frontages to include frequent stepping to preserve close relationship along frontage.

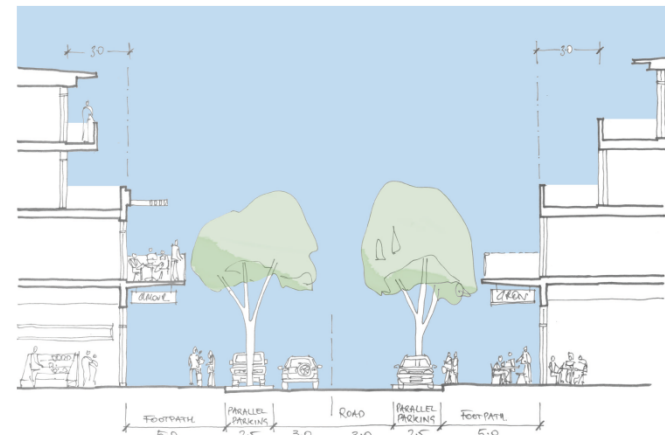
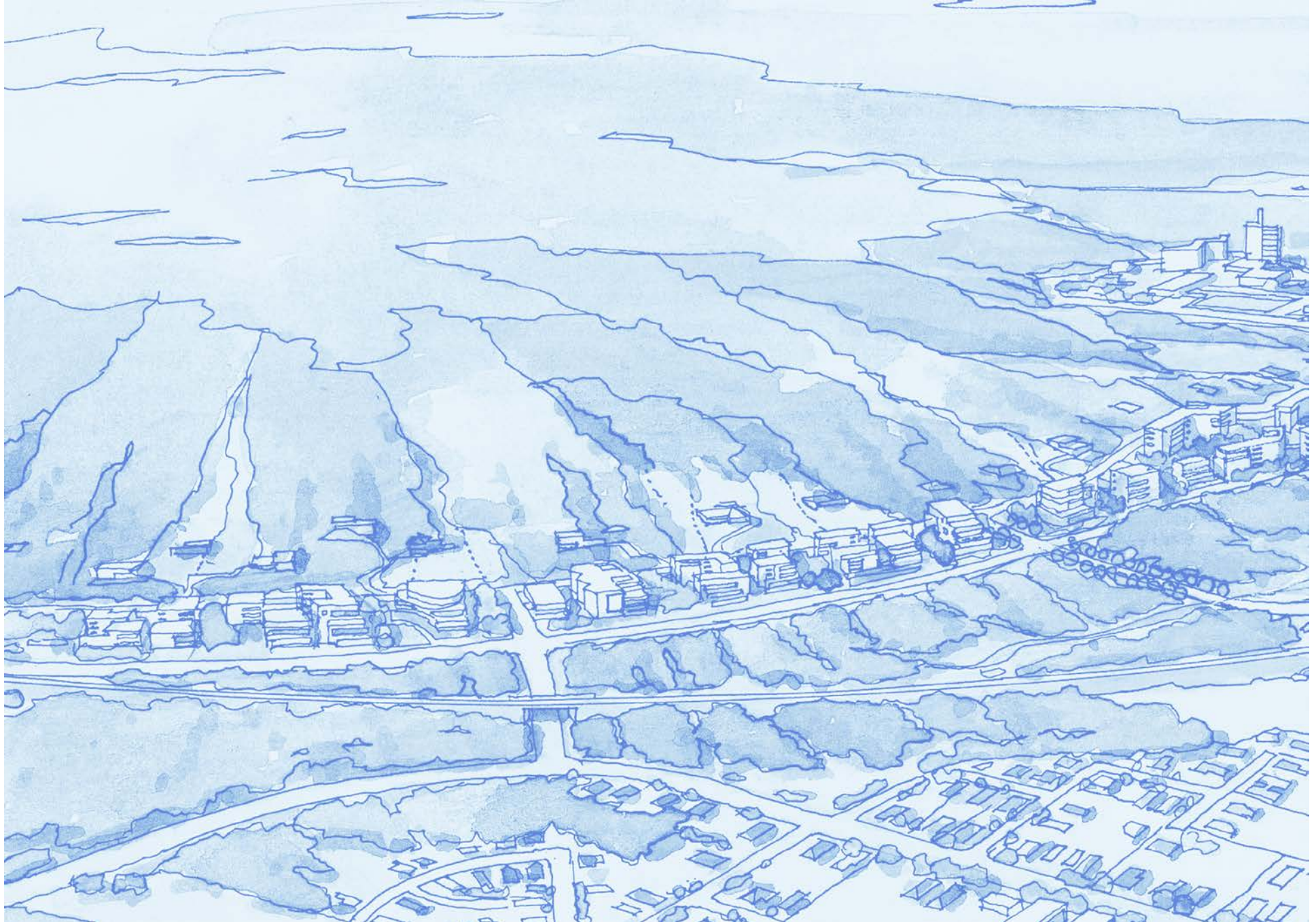
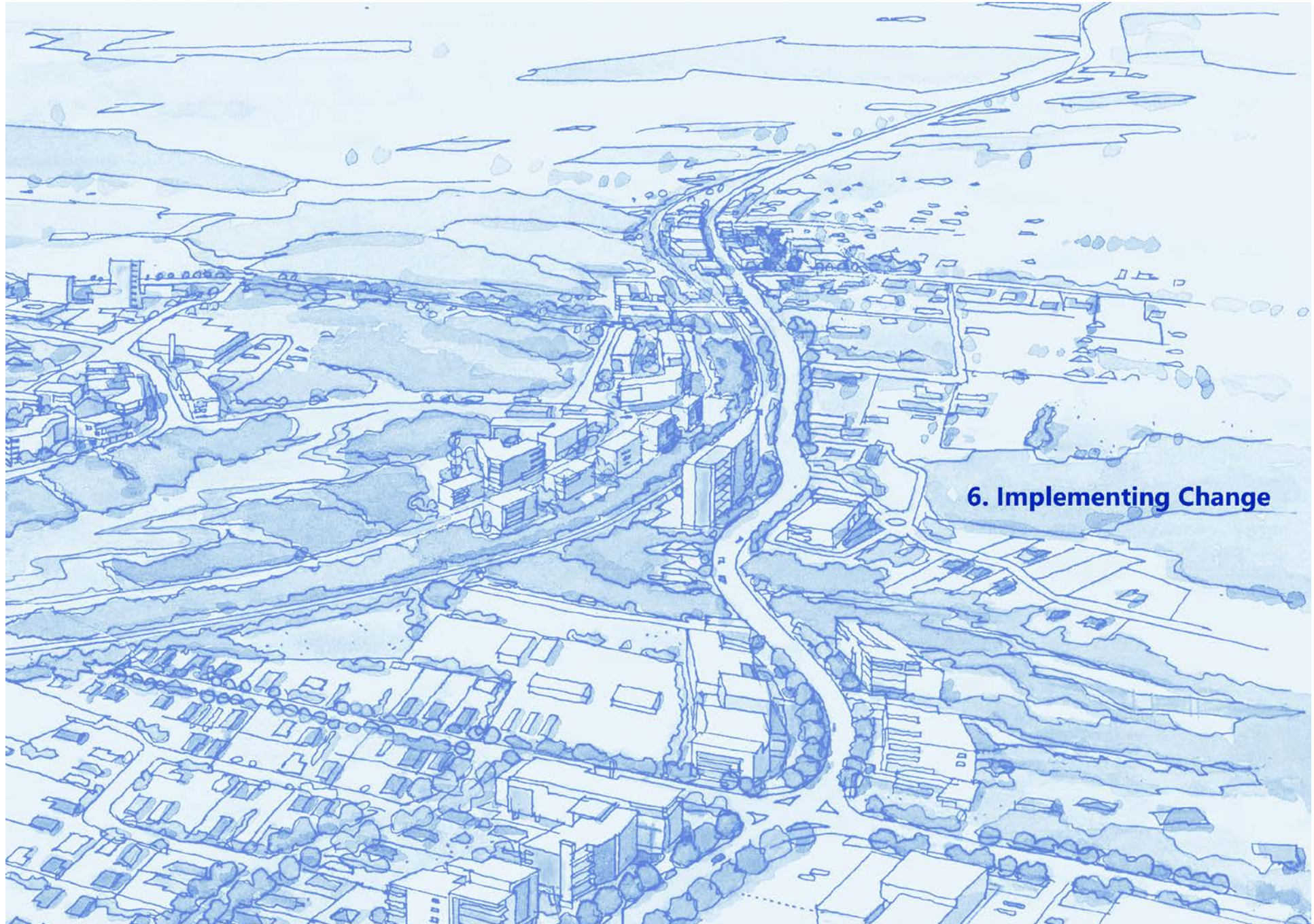


Fig 5.12: Typical Cross Section of New Main Street (Jaques Street) with commercial at ground level





## 6. Implementing Change

## 6.1 INTRODUCTION

This section identifies the actions that may be undertaken by Council, or other stakeholders, to support the recommendations outlined in the Land Use Planning Strategy and Town Centre Masterplan. These actions will include:

- Strategic initiatives, including to update other related Council strategies, policies or information.
- Updating planning rules, potentially including changes to land use zones and development guidelines that apply within the area.
- Planning and delivering infrastructure, to support the growth and change envisaged for Ourimbah.

### MONITORING AND REVIEWING PROGRESS

Council will regularly monitor and review progress towards delivering the actions described in this section as part through its annual business planning and reporting processes. A comprehensive review the Land Use Planning Strategy and Town Centre Masterplan will be undertaken every 5 years.

## 6.2 STRATEGIC INITIATIVES

In the coming years, Council will undertake a series of initiatives to give effect to the strategies and desired future outcomes described for Ourimbah in the Land Use Planning Strategy and Town Centre Masterplan. Broadly speaking, these will include initiatives that are:

- **Ourimbah-area specific:** The delivery of some Land Use Planning Strategy recommendations may be supported by the preparation of area-specific studies or guidelines for the whole of the Ourimbah area, or one or more of its Predincts. The area-specific initiatives described below indicate the focus areas for Council in this regard.
- **Cross-jurisdictional:** The delivery of some the Land Use Planning Strategy and Town Centre Masterplan recommendations will rely on stakeholders other than Council. The cross-jurisdictional initiatives described below identify key delivery partners, including State agencies and infrastructure providers, and indicate advocacy priorities for Council when it works with these stakeholders.
- **LGA-wide or broader-catchment specific:** Council regularly prepares, reviews and updates strategies and policies that relate to the whole of the LGA, or to broader catchments within which Ourimbah is situated. In the coming years, this will include amalgamating strategies and policies that were previously prepared separately for the former Wyong Shire and Gosford LGAs. The LGA-wide or broader catchment specific initiatives identified below indicate how the recommendations of the Ourimbah Land Use Planning Strategy and Town Centre Masterplan will be considered through this process.

The list of initiatives presented here is not intended to reflect specific projects or actions to be undertaken by Council, nor is it considered exhaustive. It is provided to highlight the types of outcomes could be effective to support and facilitate change within Ourimbah. Council will prioritise these initiatives through specific projects delivered as part of its ongoing work program.

OURIMBAH AREA SPECIFIC	
A.1	Biodiversity Corridors Plan to consolidate LGA-wide conservation priorities for protecting biodiversity generally and to identify and strengthen biodiversity corridors in Ourimbah, in particular. This will assist in providing an area-specific focus for conservation investments, including to direct offsets arising from proposed developments.
A.2	Public Domain Plan for the Town Centre and surrounds, detailing the design and development requirements, and associate costs, to deliver the outcomes recommended in the Masterplan. This should include a review of available playspaces and other recreational opportunities.
A.3	Local Contributions Plan for the Town Centre and surrounds. Funds have already been collected under the existing Section 94 Contributions Plan that can be applied towards a new community centre and some open space works within Ourimbah. This plan should be reviewed to support funding for additional recommended improvements in the Town Centre and surrounds, including to deliver the new Main Street and public domain plan (initiative A.2).
A.4	Planning Rules, including amendments to the LEP and DCP, will be progressively updated to support the strategies and desired future outcomes described in the Land Use Planning Strategy and Town Centre Masterplan. These are discussed in more detail in Section 6.3.

CROSS-JURISDICTIONAL	
X.1	<p>Australian and NSW Governments</p> <p>Planning for high-speed rail to benefit the Central Coast, noting the preferred location for a Central Coast station is currently proposed at Ourimbah.</p>
X.2	<p>NSW Government to improve State transport infrastructure and networks within Ourimbah.</p> <ul style="list-style-type: none"> <li>Upgrade the existing railway bridge at Chittaway Road;</li> <li>Provide a new rail bridge, with early opportunities identified at Burns Road (replacing the underpass) or Yates Road (new bridge). This may require the re-alignment of Chittaway Road;</li> <li>Improve the public domain of the Train Station, making it safe and easily accessible to people of all ages and ability (Disability Discrimination Act compliance);</li> <li>Increase rail patronage by enhancing existing services and improving station infrastructure (e.g. lifts, toilets and lighting);</li> <li>Upgrade the pedestrian bridge from the Station to Mill Street including security lighting;</li> <li>Support multi-modal interchange, through the provision of sufficient and safe commuter parking, including bicycle parking and storage;</li> <li>Consider opportunities to adaptively re-use the heritage-listed Station Master's cottage;</li> <li>Support public transport network service delivery improvements (e.g. timetabling and user comfort); and</li> <li>Investigate longer-term opportunities for Motorway interchange improvements.</li> </ul>
X.3	<p>University of Newcastle</p> <ul style="list-style-type: none"> <li>Investigate opportunities to adaptively re-use the Nissen Hut for community benefit;</li> <li>Provide appropriate public toilet facilities in place of the existing non-compliant facility adjoining the Nissen Hut;</li> <li>Improve pedestrian connections to the Station and University from the north along Shirley Street including signage and security lighting; and</li> <li>Facilitate the delivery of the University's campus masterplan.</li> </ul>
X.4	<p>Telstra to identify opportunities to relocate their existing exchange to support the long-term delivery of a new Main Street in the Town Centre.</p>

LGA-WIDE OR BROADER CATCHMENT	
L.1	<p>Settlements and Centres</p> <p>The Wyong Shire's Settlement Strategy and Retail Centres Strategy were both last adopted in 2013. Council will review and update the strategic planning framework for settlements and centres across the Central Coast as part of its ongoing amalgamation process. This updated framework will provide a basis for a consolidated LEP.</p>
L.2	<p>Heritage</p> <p>Wyong Shire Heritage Strategy (last adopted 2014) identifies Council's priorities for identifying and managing heritage across the former Wyong LGA. This includes development and management considerations for items that are already afforded statutory protection, such as those listed in the former Wyong Council's LEP. It also outlines the initiatives Council will take to improve awareness about heritage across the LGA and to identify heritage items that should be afforded new or enhanced protections.</p> <p>Updating the LGA's Heritage Strategy will be important to addressing the gap in the planning evidence base relevant to Ourimbah. The Implementation Plan supporting the Central Coast Regional Plan 2036, for example, encourages Council to complete cultural landscape mapping initiatives and implement the findings through appropriate local planning controls.</p>
L.3	<p>Floodplain Risk Management</p> <p>Council is currently preparing the Ourimbah Creek Catchment Floodplain Risk Management Study and Plan. Once finalised, this plan will identify floodplain risk, test strategies for the management of risk and prioritise approximately costed recommendations in regards to flood risk mitigation in the Ourimbah area.</p> <p>This document will, in future be used to inform the preparation of flood-specific planning controls for the area to ensure future development is controlled in a manner consistent with the flood risk.</p>
L.4	<p>Vegetation mapping and biodiversity corridors</p> <p>Council has recently improved the biodiversity data available to support decision-making. This includes updates to LGA-wide mapping to identify vegetation types and current conditions. This information can be used to assist planning in Ourimbah, by signposting where proposed development may impact on biodiversity values that are protected by current legislation, such as Endangered Ecological Communities.</p> <p>The updated vegetation maps are also informing further studies to model habitat connectivity and identify biodiversity corridors across the LGA. This information can be used, at an area-wide or precinct-level, to direct conservation measures such as biodiversity offsets, to protect and strengthen these corridors (see initiative A.1).</p>
L.5	<p>Recreation, open space and community facilities</p> <p>Council has a range of documents that guide planning and development for the recreation, open space and community facility assets that it maintains. These include, but are not limited to the former Wyong Shire's Community Facilities Strategy (last adopted in 2012),</p> <p>Wyong's On-road bicycle and Shared Pathway Strategy (last adopted in 2010), and its associated action plan, identifies and maps the LGA's shared pathway network, including existing and proposed pathways. It is used to inform capital expenditure to deliver path-related infrastructure. Council will identify on-road bicycle and shared pathway infrastructure in and around Ourimbah's Town Centre when it prepares a Public Domain Plan for that area (see initiative A.2). Council will identify other missing links across Ourimbah when it next reviews and updates this Strategy, to help support the delivery of an integrated network.</p>

## 6.3 UPDATING PLANNING RULES

The Land Use Planning Strategy and Town Centre Masterplan will guide decisions relating to land use planning and the future development of lands within Ourimbah. The changes recommended in the Land Use Strategy and Town Centre Masterplan may lead to:

- The re-zoning of land, which Council will consider as an amendment to the LEP;
- The application of place-specific development guidelines, which Council may consider as an amendment to the DCP;
- The application of funding mechanisms, which Council may implement through a Local Development Contribution Plan.

Any changes to planning rules will be subject to further investigations, engagement with key stakeholders and public consultation, to consider the range of issues affecting growth potential. This will include more detailed investigations for flooding, biodiversity, transport, heritage, etc.

### TOWN CENTRE AND SURROUNDS

Initiative A.4 identifies that Council will lead on the preparation of new planning rules for the Town Centre and surrounding areas, to reflect the improvements recommended in the Town Centre Masterplan. This will likely include the preparation of:

- An amendment to the LEP;
- A new Development Control Plan to provide more detailed guidelines.

These changes will occur in parallel with the preparation of a Public Domain Plan (initiative A.2) and Local Contributions Plan (initiative A.3). Any proposed changes to planning rules will be exhibited for public comment, prior to being implemented. This will allow opportunities for local communities to provide further feedback on the specific changes proposed.

### INVESTIGATION AREAS

Council will consider proponent-led proposals to rezone land within the investigation areas identified in the Strategy. Proposals must address the area-wide strategies and precinct-level considerations outlined in the Land Use Planning Strategy, in addition to site-specific criteria. Proposals must also demonstrate that water and sewer services can be provided, and the cost for providing any infrastructure (including transport, utilities and community infrastructure) will be met by the developer(s). Proposals to rezone land in locations that are not identified as investigation areas will generally not be considered, except where subsequently identified in an updated LGA-wide settlement strategy (or similar).

INVESTIGATION AREA	TIMEFRAME/DEPENDENCY
2.1 Teralba Street	Short term (0-5 years)
11.2 Baileys Road	Short term (0-5 years) subject to finalisation of the Ourimbah Creek Catchment Floodrisk Management Plan and identification of suitable flood evacuation routes for east Ourimbah.
3.1 Reservoir Road	Medium term (5-10 years) and subject to provision of sewer infrastructure.
8.1 Chittaway Road	Medium term (5-10 years)
11.1 Shirley Street	Medium term (5-10 years), and subject to finalisation of the Ourimbah Creek Catchment Floodrisk Management Plan and identification of suitable flood evacuation routes for east Ourimbah.
5.1 Highway Precinct (West)	Long term (10+ years)
5.2 Highway Precinct (West)	

## 6.4 PLANNING INFRASTRUCTURE

Various stakeholders are responsible for planning and delivering infrastructure improvements that can support growth and change within Ourimbah. Recommended improvements are described in the following tables, which identify the lead delivery agency and assigns a priority level and preferred timeframe to inform Council's annual business reporting, monitoring and budgeting processes.

Council may employ a range of mechanisms to fund and deliver infrastructure where it is the lead delivery agency. This may include:

- Levying contributions, including works in kind, from new developments through Local Contributions Plans such as those made under current legislative frameworks for Planning (e.g. Section 94 Plans) and Local Government (e.g. Section 64 Plans for water and sewer);
- By securing grants or funding through third-party programs, including National and State Government schemes.

Council will advocate for change, where it is not the lead delivery agency.

Priority levels are:

- Urgent – where required to address an issue affecting existing communities and, in most cases, are already underway or scheduled to begin in the short-term.
- Necessary – to support future growth and change. They may be dependent on external factors such as additional investigations or funding, but these factors are considered reasonably manageable by Council.
- Discretionary – recommended to support future growth and change, but are considered heavily dependent on external factors such as additional investigations or funding.

Timeframes are:

- Short term (0-5 years)
- Medium term (5-10 years)
- Long term (10+ years)
- In line with development / redevelopment

	PEDESTRIAN AND CYCLING	LEAD AGENCY	PRIORITY AND TIMING
PC1	Missing links in shared path network, including further investigations to consider links: <ul style="list-style-type: none"> <li>• Along the valley floor, through parklands and following Ourimbah Creek;</li> <li>• Along the ridges and gullies on the eastern side of the valley;</li> <li>• To provide north-south links that do not require use of the Highway; and</li> <li>• To provide more east-west links across the railway and creek, particularly to improve links to the University Campus</li> </ul>	Council and developers	Necessary In line with development / redevelopment

	NATIONAL/STATE ROADS	LEAD AGENCY	PRIORITY AND TIMING
SR1	Pacific Highway upgrades to improve traffic flow and road user safety between Narara and Ourimbah	NSW Government	Urgent Short term
SR2	Upgrade existing rail bridge at Chittaway Road, to improve vehicle capacity and road user (including pedestrian and cyclist) safety	NSW Government	Necessary Medium term
LR	Improve flood evacuation routes	Council, through floodplain risk management planning, in partnership with NSW Government for State and Regional Road improvements	Urgent Short term
SR3	Motorway Interchange improvements, to improve traffic flow, wayfinding and access to local employment or service areas. This should be considered in line with proposed high-speed rail projects.	NSW Government	Discretionary Long term

	LOCAL ROADS	LEAD AGENCY	PRIORITY AND TIMING
LR1	New Main Street in Town Centre	Council PDP, DCP, LCP	Necessary In line with development / redevelopment
LR2	New local roads at precinct-level to accommodate new development and reduce vehicle reliance on Highway for local trips	Council and developers	Necessary In line with development / redevelopment
LR3	New road bridge across railway, potentially including alignments at Burns Road or Yates Road	Council, with planning support from NSW Government	Discretionary Long-term
LR4	Improve flood evacuation routes	Council, through floodplain risk management planning, in partnership with NSW Government for State and Regional Road improvements	Urgent Short term
LR5	Replace Shirley Street timber bridge	Council	Urgent Short term

	PUBLIC TRANSPORT	LEAD AGENCY	PRIORITY AND TIMING
PT1	Ourimbah Station Access improvements	NSW Government	Urgent Short Term
PT2	Investigate potential for high speed rail to benefit Central Coast	Australian Government	Discretionary Long Term

	SERVICE UTILITIES	LEAD AGENCY	PRIORITY AND TIMING
SUI	Re-locate Telstra exchange in Town Centre, to support delivery of the new Main Street	Telstra	Necessary Long-term

	COMMUNITY INFRASTRUCTURE (OTHER)	LEAD AGENCY	PRIORITY AND TIMING
C11	New multipurpose community centre in or near Town Centre	Council	Necessary Medium-term
C12	New or improved parkland and green space, including: <ul style="list-style-type: none"> <li>Teralba Street Parkland and recreational space, possibly including wetlands along the watercourse;</li> <li>Reservoir Road Bushland Park, with improved access and facilities; and</li> <li>Community gardens near Sohler Park or Lions Park.</li> </ul>	Council	Necessary In line with development / redevelopment

	PUBLIC DOMAIN	LEAD AGENCY	PRIORITY AND TIMING
PD1	Northern gateway entry statement at Motorway Interchange	Council	Necessary In line with development / redevelopment
PD2	Embellish Pacific Highway central median to provide Town Centre gateway features	Council	Necessary Short term
PD3	Street tree planting along, particularly <ul style="list-style-type: none"> <li>Western edge of Highway near Town Centre; and</li> <li>Shirley Street</li> </ul>	Council	Necessary In line with development / redevelopment
PD4	Improve Town Centre paving and street furniture	Council	Necessary In line with development / redevelopment
PD5	Rehabilitate creeklines	Council	Necessary In line with development / redevelopment

## 7.0 REFERENCES

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Spatial data supplied by Wyong Shire Council for:

- Cadastral;
- Land Use Zoning;
- Biodiversity;
- Topography; and
- Flooding.

**Item No:** 3.7  
**Title:** Meeting Record of the Catchments and Coast  
Committee Tuggerah Lakes  
held on 19 September 2018  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13349010

Author: Zoie Magann, Advisory Group Support Officer

Manager: Peter Ham, Unit Manager, Waterways and Coastal Protection

Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

### **Report Purpose**

To note the draft Meeting Record of the Catchments and Coast Committee – Tuggerah Lakes (the Committee) held on 19 September 2018 and consider the recommendations to Council from the Committee, including staff consideration of those recommendations.

### **Recommendation**

- 1 That Council note the draft Meeting Record of the Catchments and Coast Committee Tuggerah Lakes held on 19 September 2018 that is Attachment 1 to this report.**
- 2 That Council place the draft Wyong River Floodplain Risk Management Study and Plan on public exhibition for a period of 28 days.**
- 3 That Council place the draft Ourimbah Creek Floodplain Risk Management Study on public exhibition for a period of 28 days, prior to preparing the Ourimbah Creek Floodplain Risk Management Plan.**

### **Context**

The Catchments and Coast Committee – Tuggerah Lakes held an extraordinary meeting on 19 September 2018 in response to an action that was resolved by the Committee on 29 August 2018 requesting a briefing session on the draft Wyong River and Ourimbah Creek Floodplain Risk Management Plans. The draft Meeting Record of the extraordinary meeting is Attachment 1 to this report.

At that meeting, the group considered the items and made recommendations. The recommendations have been reviewed by staff and the following is now provided to Council.

**Committee Recommendation**

*The Advisory Group requests that the Draft Wyong River Floodplain Risk Management Study and Plan be forwarded to Council with the recommendation that it be placed on public exhibition.*

**Staff Response**

Staff agree with the recommendation to publically exhibit.

It is recommended that Council proceed to public exhibition given that the grant funding agreement with the Office of Environment and Heritage (OEH) expires 13 February 2019.

The Report and Figures for the Wyong River Floodplain Risk Management Study and Plan will be distributed to Councillors under separate cover.

**Recommendation to Council**

That Council place the draft Wyong River Floodplain Risk Management Study and Plan on public exhibition for a period of 28 days.

**Committee Recommendation**

*The Advisory Group requests that the Draft Ourimbah Creek Floodplain Risk Management Study be forwarded to Council with the recommendation that it be placed on public exhibition, prior to preparing the Ourimbah Creek Floodplain Risk Management Plan.*

**Staff Response**

Staff agree with the recommendation to publically exhibit.

It is recommended that Council proceed to public exhibition given that the grant funding agreement with OEH expires 13 December 2018. Note that even with timely public exhibition of the draft study, we will still need to apply to OEH to extend the grant funding agreement into 2019.

The Report and Figures for the Ourimbah Creek Floodplain Risk Management Study will be distributed to Councillors under separate cover.

**Recommendation to Council**

That Council place the draft Ourimbah Creek Floodplain Risk Management Study on public exhibition for a period of 28 days, prior to preparing the Floodplain Risk Management Plan.

**Link to Community Strategic Plan**

Theme 4: Responsible

**Goal G: Good governance and great partnerships**

R-G3: Engage with the community in meaningful dialogue and demonstrate how community participation is being used to inform decisions.

**Attachments**

- |          |                                                                                           |           |
|----------|-------------------------------------------------------------------------------------------|-----------|
| <b>1</b> | Draft Catchments and Coast Committee Tuggerah Lakes Meeting Record<br>- 19 September 2018 | D13350737 |
|----------|-------------------------------------------------------------------------------------------|-----------|

# Catchments and Coast Committee Tuggerah Lakes Meeting Record 19 September 2018



Central  
Coast  
Council

Location:	Central Coast Council Wyong Office Level 2 Function Room 2 Hely Street, Wyong	
Date:	19 September 2018 (extraordinary meeting)	
Time	Started at: 3:40pm	Closed at: 5:46pm
Chair	Councillor Doug Vincent	
File Ref	F2018/00097	

**Present:**

Mayor Jane Smith, Councillor Doug Vincent, Councillor Louise Greenaway (phoned in, arrived in person 4.05pm), Councillor Jilly Pilon, Michael Campbell, Doug Darlington, Robert Davies, Graham Hankin, Marlene Pennings, Samantha Willis

## External representatives:

Lara Davis – NSW Office of Environment and Heritage (arrived 4.22pm), Richard Dewar – WMA Water, David Tetley – Catchment Simulation Solutions (left 5.15pm)

## Staff present:

Peter Ham – Unit Manager Waterways and Coastal Protection, Zoie Magann – Advisory Group Support Officer, Peter Sheath – Section Manager Waterways

**Item 1            Apologies**

No Apologies

**Item 2            Disclosure of Interest**

Clr Greenaway previously declared a less than significant non-pecuniary interest as a former Board Member of the Community Environment Network (CEN).

**Item 3            Confirmation of Previous Meeting Record**

The Advisory Group confirmed the Meeting Record from 29 August 2018.

**Item 4            Feedback from Previous Meeting**

The Advisory Group commended the informative presentation provided by Peter Scanes (Office of Environment and Heritage), specifically his explanation of wrack, black ooze and estuaries.



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**Item 5 Wyong River Floodplain Risk Management Study and Plan**

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David Tetley provided a presentation on the Draft Wyong River Floodplain Risk Management Study.

**Action:** The Advisory Group requests that the Draft Wyong River Floodplain Risk Management Study and Plan includes wording to endorse environmental considerations in regards to the Pioneer Dairy Flood Evacuation Upgrade and conservation.

**Action:** The Advisory Group requests that the Draft Wyong River Floodplain Risk Management Study and Plan be forwarded to Council with the recommendation that it be placed on public exhibition.

**Action:** The Advisory Group requests that the Draft Wyong River Floodplain Risk Management Study and Plan be made accessible for all stakeholders with consideration of a reduced document size, searchable images, and glossary of terms at the beginning of the documents.

**Action:** The Advisory Group requests that an Executive Summary be created for the Draft Wyong River Floodplain Risk Management Study and Plan in preparation for public exhibition. The Executive Summary should provide a concise overview of the documents and include key figures to improve the accessibility and understanding of the documents.

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**Item 6 Ourimbah Creek Floodplain Risk Management Study and Plan**

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Richard Dewar provided a presentation on the Draft Ourimbah Creek Floodplain Risk Management Study.

**Action:** The Advisory Group requests that a short supplementary information report be provided to Council addressing the new developments in Kangy Angy (rail maintenance facility) and Glenning Valley (residential estate) with regards to the Ourimbah Creek Floodplain Risk Management Study.

**Action:** The Advisory Group requests that the Draft Ourimbah Creek Floodplain Risk Management Study be forwarded to Council with the recommendation that it be placed on public exhibition, prior to preparing the Ourimbah Creek Floodplain Risk Management Plan.

**Action:** The Advisory Group requests that the Draft Ourimbah Floodplain Risk Management Study be made accessible for all stakeholders with consideration of a reduced document size, searchable images, and glossary of terms at the beginning of the document.

**Action:** The Advisory Group requests that an Executive Summary be created for the Draft Ourimbah Creek Floodplain Risk Management Study in preparation for public exhibition. The Executive Summary should provide a concise overview of the documents and include key figures to improve the accessibility and understanding of the document.

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**Item 7 General Business and Close**

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No general business was discussed.

The meeting closed at 5.46pm

**Next Meeting:**       **Wednesday 31 October**  
                              **4pm – 6pm**  
                              **Central Coast Council Wyong Office**  
                              **Level 2 Committee Room**



**Item No:** 3.8  
**Title:** Biodiversity Offsets  
**Department:** Assets, Infrastructure and Business

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13351727  
Author: Rochelle Lawson, Senior Ecologist  
Manager: Brett Sherar, Acting Senior Manager, Property and Asset Management  
Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

## Report Purpose

Approval is sought to enter into formal negotiations with proponents of major infrastructure developments within the Central Coast Council area on the sale price for biodiversity credits generated on a selection of Council-owned land. Where agreement can be reached on credit price, Council will proceed to establish two Biodiversity Stewardship Agreements over the subject Council-owned land in accordance with the *Biodiversity Conservation Act 2016*. Once the agreements are signed, Council may proceed with the sale of the biodiversity credits to the proponents.

Two of the subject reserves contain lots that are owned by Department of Planning and Environment (DPE). In order to proceed with a Biodiversity Stewardship Agreement on these reserves, the ownership of the lots must be transferred to Council. DPE has requested Council accept the transfer of 4 lots which are part of R0101 Kenmare Road Reserve (Lot 10 DP600684 (81 Avoca Drive Green Point), Lot 5 DP1026458 (81 Avoca Drive Green Point), Lot 6 DP252982 (81 Avoca Drive Green Point) and Lot 1 DP200263 (20 Leura Ave Green Point)) AND 3 lots which are part of R0096 Wells/Morella Close Reserve (Lot 2 DP739449 (179-211 Wells Street Springfield), Lot 6 DP177556 (18 Warrawee Road Springfield) and Lot 7 DP191487 (7 Barook Rd Springfield)).

Similarly, there may be a number of unformed Crown public roads within the reserves which must be vested in Council ownership in order to be included in the agreements. In that event, Council must apply to Crown Lands Division to determine if the Crown roads may be closed and vested in Council ownership.

## Summary

Endorsement is sought from Council to commence this process in order to enable inclusion of these parcels in the proposed Biodiversity Stewardship Agreements related to the major infrastructure developments. If formal support of Council cannot be provided at the 12 November 2018 ordinary meeting, the capacity to establish these agreements will be jeopardised due to timing constraints associated with each of the major infrastructure developments.

### Recommendation

- 1** *That Council authorise the Chief Executive Officer to enter formal negotiations with Roads and Maritime Services and Transport for NSW and any other interested parties to agree on a credit price for specific biodiversity credits generated on land owned by Central Coast Council detailed in Appendix A.*
- 2** *That Council accept the transfer from Minister of Planning and Environment and enter into a Land Transfer Agreement for Lot 10 DP600684, Lot 5 DP1026458, Lot 6 DP252982 known as 81 Avoca Drive Green Point, Lot 1 DP200263 known as 20 Leura Ave Green Point, Lot 2 DP739449 known as 179-211 Wells Street Springfield, Lot 6 DP177556 known as 18 Warrawee Road Springfield and Lot 7 DP191487 known as 7 Barook Rd Springfield at no cost to Council.*
- 3** *That Council apply to Crown Lands Division to close any Crown public roads within Council reserves associated with the proposed Biodiversity Stewardship Agreements and accept the vesting of the roads into Council ownership.*
- 4** *That Council authorise the Chief Executive Officer to make application to the NSW Biodiversity Conservation Trust to enter into Biodiversity Stewardship Agreements over the lots detailed in Appendix A.*
- 5** *That Council authorise the Chief Executive Officer to proceed with the sale of biodiversity credits generated by the two Biodiversity Stewardship Agreements to interested buyers.*

### Context

The *Biodiversity Conservation Act 2016* sets out a mandatory biodiversity offset scheme under which proponents of developments or land clearing generate a credit obligation that must be retired to offset their activity. Landholders who establish a biodiversity stewardship site on their land generate credits that can be sold to developers who require those particular credits.

Major road and railway infrastructure projects in the Central Coast Council area currently require biodiversity credits to offset the biodiversity loss created by the development activities. The projects are to upgrade a section of the Pacific Highway and construction of the Intercity Fleet Maintenance Facility. A biodiversity assessment has been undertaken on a selection of 15 Council-owned reserves and has identified the potential to generate species and ecosystem credits required to offset the infrastructure projects.

The sale of the credits to offset the infrastructure development will result in perpetuity annual funding to manage the reserves and enhance the biodiversity values as per the Biodiversity

Stewardship Agreements and management plans. Biodiversity Stewardship Agreements are registered on the property titles.

Council can only enter into a Biodiversity Stewardship Agreement over land it owns. One of the reserves being considered (R0101 Kenmare Road Reserve) is owned by the Department of Planning and Environment and is under Council's care, control and management, and managed as part of the Coastal Open Space System (COSS). Department of Planning and Environment representatives have indicated that the 4 lots affected will be prioritised for transfer to Council under the Department's land divestment process.

#### **Proposal**

Fifteen Council reserves have been selected for comprehensive biodiversity survey and are assessed as having the biodiversity credits required by the infrastructure projects. The properties are listed in Appendix A.

An agreement would apply to the reserve at Bundeena Road and a single agreement would apply to the rest of the reserves.

#### **Consultation**

The Local Government Act 1993 (Section 47) requires that public notice be given where a council proposes to grant a lease, licence or other estate in respect of community land for a period exceeding five (5) years. Clarification on whether this is required for establishment of Biodiversity Stewardship Agreements, or for sale of biodiversity credits is still being obtained. In lieu of this uncertainty, and in the interests of transparency, Council resolution is sought regardless.

Consultation has also been held with other Council asset managers including Roads, Transport and Drainage, Water and Sewer, Open Space and Recreation, Waterways and Coastal Protection, and Economic Development and Project Delivery. This has been done to ensure that there are no identified conflicts of use with other potential Council programs. The proposal to establish Biodiversity Stewardship Agreements over these nominated land parcels allows for constraints identified by these various stakeholders.

#### **Options**

##### **1. Do not proceed – Not recommended**

Council is not obliged to continue site investigations or proceed with an application to the Biodiversity Conservation Trust for the Biodiversity Stewardship Agreements. Not proceeding will result in no credits being generated and therefore eliminating all opportunity to sell the credits. By not selling the credits, Council would forego the in perpetuity funds to actively manage biodiversity on the selected Council reserves, which is currently not funded by other means.

If Council chooses not to proceed, the proponents of the road and railway infrastructure projects will attempt to purchase the required biodiversity credits from other land owners who have the required credits. These landowners will not necessarily be in the Central Coast Council area.

Alternatively, if they do not or cannot purchase credits from other landowners, they may apply to the Biodiversity Conservation Trust to pay into the Biodiversity Conservation Fund instead of purchasing and retiring credits. The Biodiversity Conservation Trust will most likely invest the payment elsewhere in NSW that have been deemed a higher priority for conservation investment by the Biodiversity Conservation Trust.

The only way to guarantee the biodiversity benefits associated with the required offsets remains within the Central Coast is by having these two Biodiversity Stewardship Agreements established and selling the credits to these two prospective buyers.

## **2. Proceed – Recommended**

### **Financial Impact**

Council has not incurred any cost in the establishment of the agreements to date, as both proponents have endured that burden in good faith that Council will give them first preference for the sale of the credits, once generated.

The sale of biodiversity credits to Roads and Maritime Services and Transport for NSW will generate in perpetuity management funds for Council land under the proposed Biodiversity Stewardship Agreements. Council's negotiations will ensure that adequate funds are provided by the proponents to implement the identified management actions on the Council land.

Each of the Biodiversity Stewardship Agreements will generate a Part A and a Part B funding component. The total of the Part A and Part B components is referred to as the Total Fund Deposit.

The Part A component will ultimately be determined by the Biodiversity Conservation Trust as part of the establishment of the Biodiversity Stewardship Agreement. This Part A funding will be issued back to Council in accordance with a pre-determined annually phased schedule to undertake biodiversity management actions identified for each of the credit donor sites.

The Part B component is largely market driven, and accounts for factors such as lost opportunity cost associated with the land that is having the agreement placed over it (the donor sites), and the credits themselves. This amount is paid to Council as a lump sum at the commencement of the Biodiversity Stewardship Agreement. The Part B component is not constrained for application towards biodiversity outcomes on the donor sites and would contribute toward Council's consolidated revenue.

The estimated revenue associated with the Part A and Part B components of each proposed Biodiversity Stewardship Agreement is listed in confidential Attachment 3.

#### **Link to Community Strategic Plan**

Theme 3: Green

#### **Goal F: Cherished and protected natural beauty**

G-F1: Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas, and the diversity of local native species.

#### **Risk Management**

Urgent timing – The deadlines for the credit price negotiations and agreement finalisation are being determined by TfNSW conditions of approval. If Council can't meet the timeframes, negotiations with TfNSW will stop.

In perpetuity agreements – There is a risk of not estimating future land management costs accurately in the Total Fund Deposit, especially in the case of unforeseen circumstances. There is a 5 yearly review period for the life of the agreement where changes to the management plan can be made. Any changes to the Total Fund Deposit and annual payments are at the discretion of the Minister for Environment.

Price of credits – Credit prices are in constant flux and there is a risk that future prices are higher than that negotiated in 2018. However, the opposite is also possible and in such an immature market, Council can only make the best decision on credit prices as it can with available historic information.

#### **Critical Dates or Timeframes**

The infrastructure projects will proceed regardless of Council's involvement. In order for Council to be the recipient of the funds to manage selected reserves, a commitment to meeting the deadlines set out by the State Government is required. Confirmation of Council's support for the sale of biodiversity credits is required by mid-November 2018, with the Biodiversity Stewardship Agreements to be signed in early 2019.

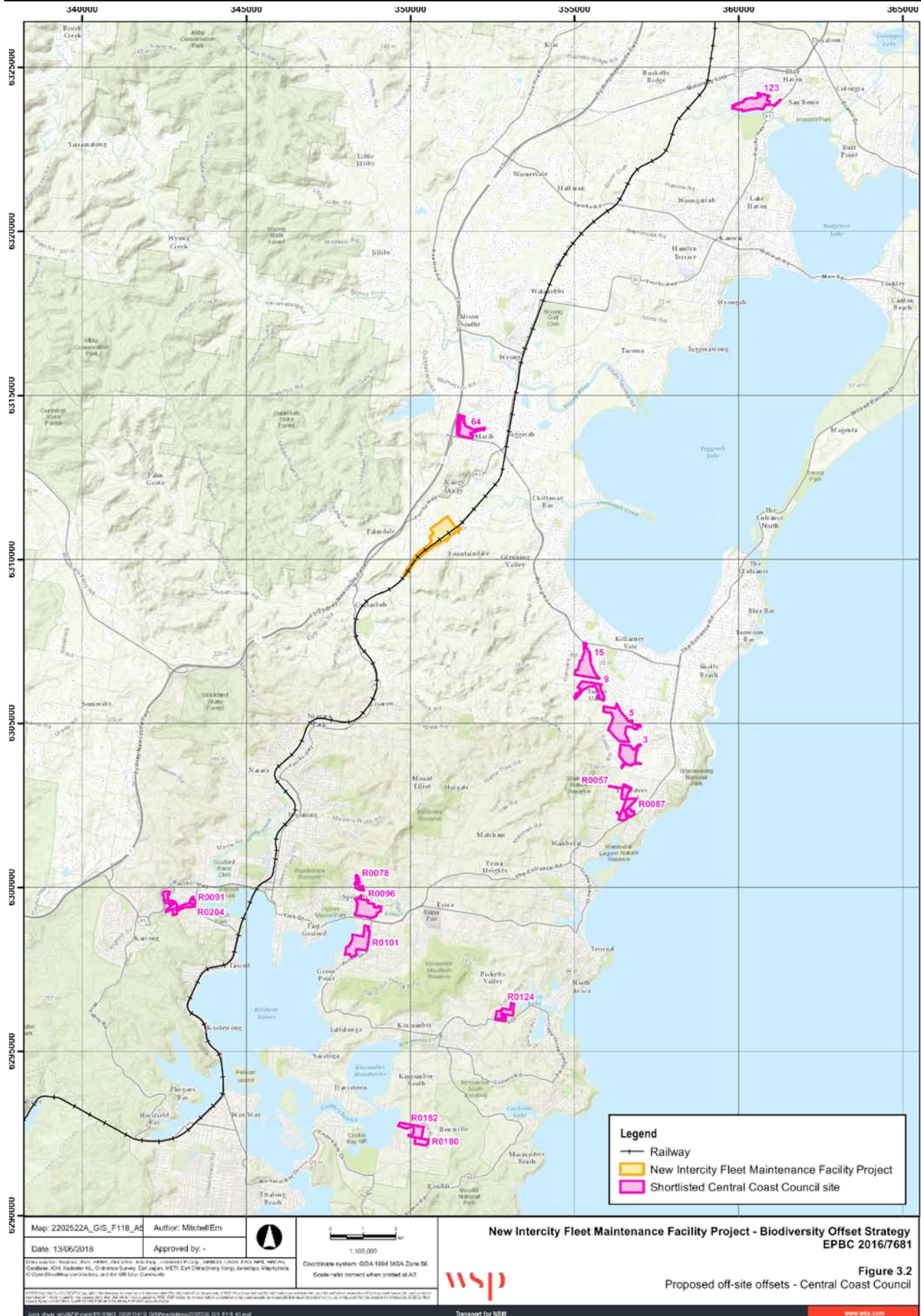
#### **Attachments**

<b>1</b>	Final list of reserves and lot ID_RMS and TfNSW	D13372476
<b>2</b>	Map of Transport for NSW - proposed Council offset sites	D13354066
<b>3</b>	Confidential - BSA Revenue Estimates -	D13373519

Appendix A - Biodiversity Offsets 12 November 2018 Ordinary Council Meeting Report

	Council Reserve ID	Size (hectares)	Classified Operational	Classified Community	Reserve includes DPE land	Reserve contains unformed public roads	Parcel ID	Parcel Address	Parcel Owner
1	R0057 - TUMBI ROAD RESERVE	8.2	No	Yes	No	Yes	LOT: 8 DP: 8857	3/474 Tumbi RD, WAMBERAL NSW 2260	Central Coast Council
							LOT: 4 DP: 1182930	4/474 Tumbi RD, WAMBERAL NSW 2260	Central Coast Council
							LOT: 8 DP: 831038	43 Currawong RD, WAMBERAL NSW 2260	Central Coast Council
2	R0087 - CARBEEN ROAD RESERVE	17.4	Part	Part	No	Yes	LOT: 52 DP: 858985	20 Warrambool RD, WAMBERAL NSW 2260	Central Coast Council
							LOT: 32 DP: 777219	130 Bakali RD, FORRESTERS BEACH NSW 2260	Central Coast Council
							LOT: 5 DP: 261649	158 Bakali RD, FORRESTERS BEACH NSW 2260	Central Coast Council
							LOT: 43 DP: 747492	16 Carbeen RD, WAMBERAL NSW 2260	Central Coast Council
							LOT: 134 DP: 1142189	8B Dashwood CL, WAMBERAL NSW 2260	Central Coast Council
							LOT: 1 DP: 367387	913 The Entrance RD, WAMBERAL NSW 2260	Central Coast Council
3	R0078 - SPRINGFIELD ROAD RESERVE	4.6	No	Yes	No	No	LOT: 49 DP: 263136	112A Springfield RD, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 1 DP: 635728	112A Springfield RD, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 19 DP: 777887	15 Willow RD, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 18 DP: 264662	44A Sherwood DR, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 1 DP: 702990	88 Springfield RD, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 80 DP: 705671	98A Springfield RD, SPRINGFIELD NSW 2250	Central Coast Council
4	R0096 - WELLS/MORELLA CLOSE RESERVE	30.7	Part	Part	Yes	Yes	Lot: 11 SEC: 5 DP: 977284	1 Meadow RD, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 9 DP: 258026	12 O RD, REFER LANDUSE PLANNING NSW 2250	Central Coast Council
							LOT: 38 DP: 242772	171 Wells ST, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 24 DP: 240742	175 Wells ST, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 2 DP: 739449	179-211 Wells ST, SPRINGFIELD NSW 2250	Dept of Planning & Environment
							LOT: 6 DP: 177556	18 Warrawee RD, SPRINGFIELD NSW 2250	Dept of Planning & Environment
							Lot: 6 SEC: 5 DP: 977284	21 Warrawee RD, SPRINGFIELD NSW 2250	Central Coast Council
							Lot: 7 SEC: 5 DP: 977284	25 Warrawee RD, SPRINGFIELD NSW 2250	Central Coast Council
							Lot: 8 SEC: 5 DP: 977284	29 Warrawee RD, SPRINGFIELD NSW 2250	Central Coast Council
							Lot: 12 SEC: 5 DP: 977284	3 Meadow RD, SPRINGFIELD NSW 2250	Central Coast Council
							Lot: 9 SEC: 5 DP: 977284	33 Warrawee RD, SPRINGFIELD NSW 2250	Central Coast Council
							Lot: 10 SEC: 5 DP: 977284	37 Warrawee RD, SPRINGFIELD NSW 2250	Central Coast Council
							Lot: 13 SEC: 5 DP: 977284	5 Meadow RD, SPRINGFIELD NSW 2250	Central Coast Council
							LOT: 7 DP: 191487	7 Barook RD, SPRINGFIELD NSW 2250	Dept of Planning & Environment
5	R0101 - KENMARE ROAD RESERVE	33.7	No	Yes	Yes	Yes	LOT: 4 DP: 243175	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 1 DP: 243175	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 2 DP: 243175	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 3 DP: 243175	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 1 DP: 159628	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 2 DP: 631054	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 2 DP: 631054	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 5 DP: 243175	119 Avoca DR, GREEN POINT NSW 2251	Central Coast Council
							LOT: 1 DP: 200263	20 Leura AVE, GREEN POINT NSW 2251	Dept of Planning & Environment
							LOT: 1 DP: 996370	30 Kenmare RD, GREEN POINT NSW 2251	Central Coast Council
							LOT: 10 DP: 600684	81 Avoca DR, GREEN POINT NSW 2251	Dept of Planning & Environment
							LOT: 5 DP: 1026458	81 Avoca DR, GREEN POINT NSW 2251	Dept of Planning & Environment
							LOT: 6 DP: 252982	81 Avoca DR, GREEN POINT NSW 2251	Dept of Planning & Environment
							LOT: 2 DP: 503894	317 Avoca DR, AVOCA BEACH NSW 2251	Central Coast Council
6	R0124 - AVOCA DRIVE WETLANDS	13.5	No	Yes	No	No	LOT: 4 DP: 610761	358A Scenic HY, TERRIGAL NSW 2260	Central Coast Council
							LOT: 47 DP: 263049	87 Kallaroo RD, BENSVILLE NSW 2251	Central Coast Council
							LOT: 136 DP: 1009883	97 Kallaroo RD, BENSVILLE NSW 2251	Central Coast Council
7	R0180 - KALLAROO ROAD BUSH RESERVE	7.1	No	Yes	No	No	LOT: 12 DP: 1043167	21 Calool ST, BENSVILLE NSW 2251	Central Coast Council
							LOT: 137 DP: 1009883	30 Calool ST, BENSVILLE NSW 2251	Central Coast Council
							LOT: 59 DP: 10086	45A Starboard AVE, BENSVILLE NSW 2251	Central Coast Council
8	R0182 - KYLIE CLOSE WETLANDS	15.8	No	Yes	No	No	LOT: 60 DP: 10086	47 Starboard AVE, BENSVILLE NSW 2251	Central Coast Council
							Lot 14 DP 1008997	135 Bellevue RoadTUMBI UMBI NSW 2261	Central Coast Council
							Lot 1 DP 1009684	215W Cresthaven AvenueBATEAU BAY NSW 2261	Central Coast Council
9	SITE 3	26.8	Part	Part	No	No	Lot 347 DP 787473	215W Cresthaven AvenueBATEAU BAY NSW 2261	Central Coast Council
							Lot 2 DP 812626	3W Kyte PlaceTUMBI UMBI NSW 2261	Central Coast Council
							Lot 26 DP 776263	Banksia Community Centre7 Sir Joseph Banks DrBATEAU BAY NSW 2261	Central Coast Council
10	SITE 5	50.7	Part	Part	No	No	Lot 204 DP 777430	30W Rotherham StreetBATEAU BAY NSW 2261	Central Coast Council
							Lot 28 DP 776263	12W Lady Penrhyn CloseBATEAU BAY NSW 2261	Central Coast Council
							Lot 202 DP 703583	4W Woodburys LaneTUMBI UMBI NSW 2261	Central Coast Council
11	SITE 9	17.3	No	Yes	No	No	Lot 5 DP 716277	5 Woodburys LaneTUMBI UMBI NSW 2261	Central Coast Council
							LOT 5 DP 748413	208W Tumbi RoadTUMBI UMBI NSW 2261	Central Coast Council
							LOT 27 DP 717696	Rotherham Street Bateau Bay	Central Coast Council
							LOT 26 DP 776263	7 Sir Joseph Banks Drive	Central Coast Council
							Lot 6 DP 255562	57W Hansens RoadTUMBI UMBI NSW 2261	Central Coast Council
							Lot 2 DP 1023159	57 Hansens RoadTUMBI UMBI NSW 2261	Central Coast Council

12							Lot 7 DP 816968	201 Tumbl RoadTUMBI UMBI NSW 2261	Central Coast Council
							Lot 4 DP 1050507	23W Hansens RoadTUMBI UMBI NSW 2261	Central Coast Council
	SITE 15	32	Part	Part	No	No	Lot 77 DP 848756	25 Morgan AvenueTUMBI UMBI NSW 2261	Central Coast Council
							Lot 53 DP 1098234	19 Blue Crane CloseTUMBI UMBI NSW 2261	Central Coast Council
							Lot 24 DP 839792	71 Morgan AvenueTUMBI UMBI NSW 2261	Central Coast Council
							Lot 3 DP 863731	70W Wyong RoadTUMBI UMBI NSW 2261	Central Coast Council
							Lot 10 DP 1204397	66 Wyong RoadTUMBI UMBI NSW 2261	Central Coast Council
13							Lot 244 DP 848191	35 Morgan AvenueTUMBI UMBI NSW 2261	Central Coast Council
	SITE 64	20.3	Part	Part	No	No	Lot 337 DP 836364	75W Woodbury Park DrMARDI NSW 2259	Central Coast Council
							Lot 373 DP 880842	115W Woodbury Park DrMARDI NSW 2259	Central Coast Council
							Lot 8 DP 255531	95W Woodbury Park DrMARDI NSW 2259	Central Coast Council
							Lot 184 DP 851197	2W Woolmers CresMARDI NSW 2259	Central Coast Council
14							Lot 621 DP 877750	85W Woodbury Park DrMARDI NSW 2259	Central Coast Council
	SITE 123	33.6	Part	Part	No	No	Lot 439 DP 868756	Blue Haven Oval2 Apsley CourtBLUE HAVEN NSW 2262	Central Coast Council
							Lot 2571 DP 878090	79W Colorado DrBLUE HAVEN NSW 2262	Central Coast Council
							Lot 202 DP 218002	166W Birdwood DrBLUE HAVEN NSW 2262	Central Coast Council
							Lot 124 DP1064811	80W Nelmes Road BLUE HAVEN NSW 2262	Central Coast Council
							Lot 121 DP1064811	24W Pacific Highway BLUE HAVEN NSW 2262	Central Coast Council
15							Lot 143 DP1005571	28W Pacific Highway BLUE HAVEN NSW 2262	Central Coast Council
	R0346 - BUNDEENA ROAD BUSHLAND	14.2	Part	Part	No	No	Lot 105 DP 805181	2W Bundeena Road Glenning Valley	Central Coast Council
	R0345 - BOMADERRY CRESCENT BUSHLAND						Lot 11 DP 729013	100 Wyong Road Glenning Valley	Central Coast Council
							Lot 12 DP 729013	110 Wyong Road Glenning Valley	Central Coast Council





**Item No:** 3.9  
**Title:** Acquisition of Land at Carlton Road Holgate for Road Widening  
**Department:** Assets, Infrastructure and Business

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13359816  
Author: Simone Barwick, Property Officer Land Sales Acquisitions  
Manager: Paul Forster, Section Manager, Property and Infrastructure  
Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

## **Report Purpose**

Approval is sought to acquire part portions of land at 6, 7, 15 & 38 Carlton Road Holgate and 1 Arundel Road, Holgate and 13 Clyde Road Holgate for road widening.

## **Summary**

As part of Council's Operational Plan 2017-2018, funding was provided to undertake a design of Carlton Road to improve the road alignment and drainage upgrade works in anticipation of State Government Safer Roads grant funding for Carlton Road, Holgate

Detailed construction drawings have identified the need for road widening from six properties along Carlton Road, Holgate. A land acquisition plan has been prepared indicating the area required from each property.

## **Recommendation**

### **1 That Council resolve to acquire the following land as public road:**

***Part Lot 42 DP 1142488 at 6 Carlton Road Holgate  
Part Lot 41 DP 1142488 at 7 Carlton Road Holgate  
Part Lot 29 DP 1976 at 15 Carlton Road Holgate  
Part Lot 46 DP 1976 at 38 Carlton Road Holgate  
Part Lot 1 DP 1155519 at 1 Arundel Road Holgate  
Part Lot 12 DP 1946 at 13 Clyde Road Holgate***

### **2 That Council proceed to compulsorily acquire the land in the event that negotiations with the property owners cannot be satisfactorily resolved.**

### **3 That Council apply to the Minister for Local Government for the approval of the Minister and the consent of the Governor in order to proceed with the compulsory acquisition, pursuant to the provisions of the Land Acquisition (Just Terms Compensation) Act 1991.**

**Context**

As part of Council's Operational Plan 2017-2018, funding was provided to undertake a design of Carlton Road to improve the road alignment and drainage upgrade works in anticipation of State Government Safer Roads grant funding for Carlton Road, Holgate

Detailed construction drawings have identified the need for road widening from six properties along Carlton Road, Holgate. A land acquisition plan has been prepared indicating the area required from each property

**Proposal**

To facilitate the road infrastructure requirements for the Project, it will be necessary to acquire land for road widening.

The land affected by the Project is:

No	Street	House No.	Lot No.	DP	Lot area (sq.m)	Area of land required for acquisition (sq.m)
1	Carlton Road	6	42	11424 88	10790	91.4
2	Carlton Road	7	41	11424 88	21800	30.9
3	Carlton Road	15	29	1976	18510	208.4
4	Carlton Road	38	46	1976	20235.2	246.9
5	Arundel Road	1	1	11555 19	95900	419.9
6	Clyde Road	13	12	1976	16220	7.7

A location plan is attached showing the land affected by the acquisitions.

When transferred to Council, the land acquired for road will be dedicated as public road.

Council staff will endeavour to acquire the land by agreement with the land owners. If, however, Council is unable to reach agreement within a reasonable time, it will be necessary to apply to the Office of Local Government for compulsory acquisition of the land and easement.

**Consultation**

Council has written to the owners of the affected land informing them of the potential road widening proposals and the associated proposal to acquire parts of the affected properties to accommodate the road widening.

### **3.9 Acquisition of Land at Carlton Road Holgate for Road Widening (contd)**

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The Council has engaged a valuer to assess compensation for the road widening land. Should Council authorise the acquisition of the affected land, consultation will continue with the owners with a view to acquiring the affected parts of their properties by agreement.

#### **Options**

If Council does not authorise the acquisition of the affected land, the Project cannot proceed.

#### **Financial Impact**

It is estimated that the cost of acquisition including compensation to owners, valuation and legal costs is \$150,000.

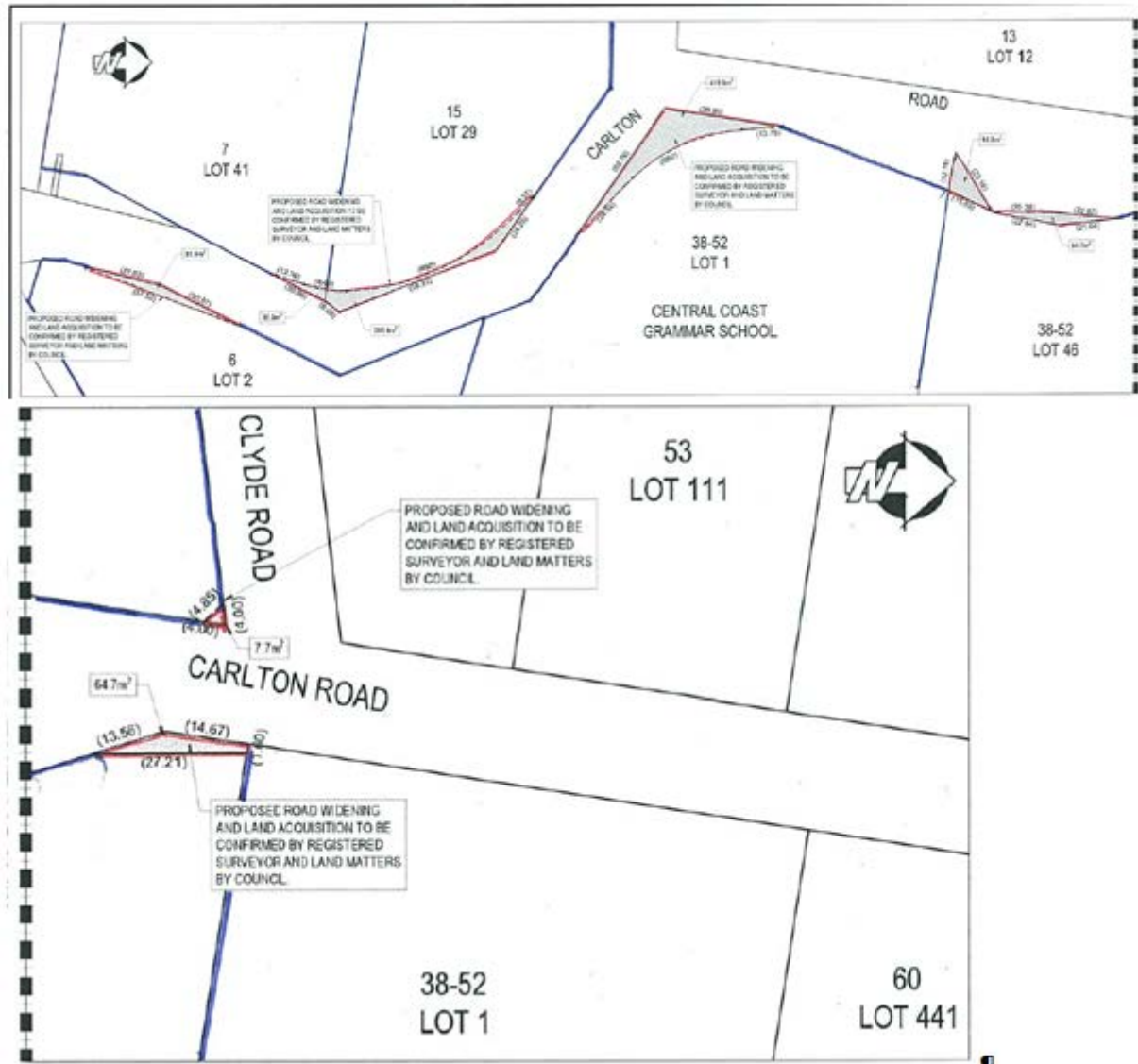
#### **Funding options**

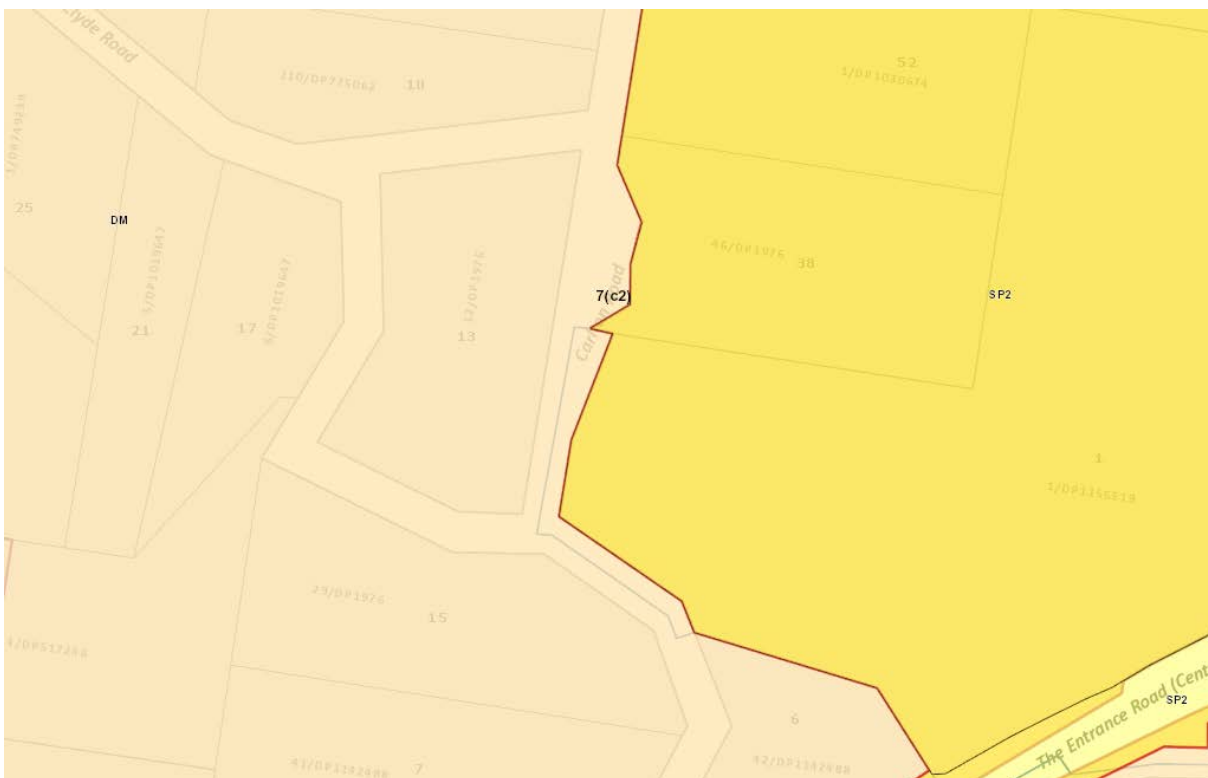
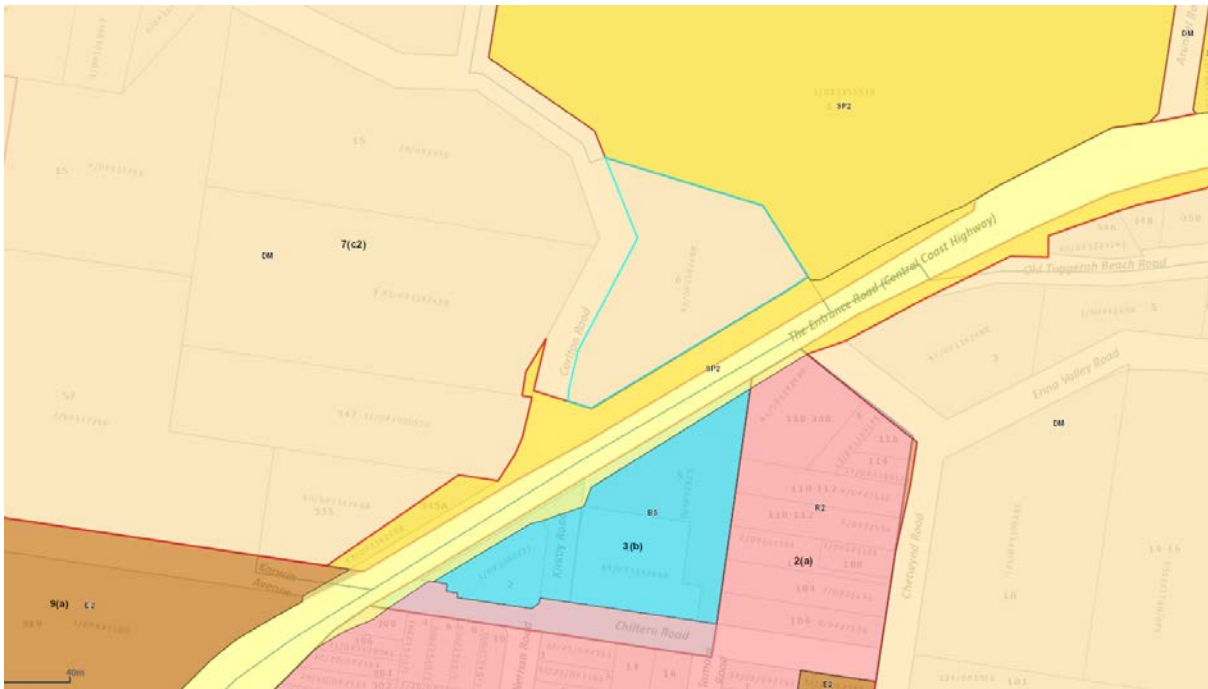
Funds are available as part of Major Drainage Capital Works Program 20330 "CARLTON ROAD: Road Upgrade and Realignment with Drainage, Footpath & Property Acquisition - Design "in the FY18/19 for the completion of the acquisition process.

#### **Critical Dates or Timeframes**

Access, acquisitions and construction are to be completed by June 2019.

Location Plan showing the land affected by the acquisitions (edged blue) and the location of the road widening acquisition (edged red)





**Link to Community Strategic Plan**

Theme 4: Responsible

**Goal H: Delivering essential infrastructure**

R-H1: Solve road and drainage problem areas and partner with the State Government to improve road conditions across the region.

**Attachments**

*Nil.*



**Item No:** 3.10  
**Title:** Central Coast Tourism Advisory Committee  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13359907

Author: Zoie Magann, Advisory Group Support Officer

Manager: James Taylor, Acting Unit Manager, Governance and Business Services

Executive: Shane Sullivan, Acting Executive Manager, Governance

## **Report Purpose**

To report on the draft Terms of Reference and recommendations for the membership structure of the proposed Central Coast Tourism Advisory Committee (the Committee).

## **Recommendation**

- 1 That Council note the report on the Central Coast Tourism Advisory Committee**
- 2 That Council note the draft Terms of Reference for the Central Coast Tourism Advisory Committee as provided in Attachment 1 to this report**
- 3 That Council request the Chief Executive Officer invite expressions of interest from members of the community to participate in the Central Coast Tourism Advisory Committee, and that the Chief Executive Officer provide a further report to Council for the purpose of determining the membership of this group.**
- 4 That Councillors indicate their interest in being on the Central Coast Tourism Advisory Committee to the Chief Executive Officer for inclusion in the further report to Council.**

## **Context**

At its meeting held 10 September 2018, the Council resolved as follows:

- |        |                                                                                                                                                                                                                                                                   |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 900/18 | <i>That Council establish a Central Coast Tourism Advisory Committee.</i>                                                                                                                                                                                         |
| 901/18 | <i>That Council invite Councillors to indicate their interest in participating in the committee.</i>                                                                                                                                                              |
| 902/18 | <i>That Council request the Chief Executive Officer provide a report to the first Ordinary Meeting in November including a draft Terms of Reference and recommendations regarding the membership structure of the committee (ie. stakeholder representation).</i> |

This report is provided in response to the above resolutions.

**Terms of Reference**

To ensure clarity as to the role and expectations of the Central Coast Tourism Advisory Committee, it is appropriate that the Committee has a clear Terms of Reference.

Attachment 1 to this report is a proposed draft Terms of Reference for the Committee, which has been prepared using the standard Terms of Reference previously resolved by Council at the 12 February 2018 Ordinary Meeting.

**Membership Structure**

The recommended membership structure for the Committee is no less than one Councillor and six community representatives as outlined in the attached draft Terms of Reference.

It is proposed that the Chief Executive Officer invite expressions of interest from members of the community for the Committee.

The call for expressions of interest would identify the role and make-up of the Committee and ask those expressing interest to indicate why they are interested in becoming a member and what relevant experience they may have which would be of benefit to the Committee. Expressions of interest would be open for a minimum period of 28 days.

To assist the Council, staff will review the expressions of interest and provide recommendations in a further report to Council for the purpose of Council selecting members. The nominations received would be made available to all Councillors in full to assist with evaluation and consideration of membership.

The staff convenor for this Committee is the Director Connected Communities (or their delegate).

**Link to Community Strategic Plan**

Theme 4: Responsible

**Goal G: Good governance and great partnerships**

R-G1: Build strong relationships and ensure our partners and community share the responsibilities and benefits of putting plans into practice.

**Attachments**

- |          |                                                                     |           |
|----------|---------------------------------------------------------------------|-----------|
| <b>1</b> | Draft Terms of Reference - Central Coast Tourism Advisory Committee | D13371178 |
|----------|---------------------------------------------------------------------|-----------|

## Draft Terms of Reference – Central Coast Tourism Advisory Committee

### 1. Role

Central Coast Council has an adopted Community Strategic Plan and Delivery Plan that will shape all activities and projects over the next four years. Council's Advisory Groups are an important mechanism for consultation, advice and feedback to Council staff on implementation and review of the Community Strategic Plan.

The role of the Central Coast Tourism Advisory Committee is to advise Council on matters relating to tourism destination management and marketing for the Central Coast Council local government area.

### 2. Responsibilities

The Advisory Group is responsible for providing advice and feedback to Council on:

- The advocacy of the Destination Management Plan and Tourism Opportunity Plan;
- Improving collaboration with tourism industry representation groups and relevant government funding bodies; and
- Promoting and supporting sustainable tourism.

### 3. Membership, Voting and Quorum.

#### *Membership*

- No less than one Councillor appointed for the term of the Council
- **Six** community representatives (voting members) as follows:
  - Two representatives demonstrating their connection to tourism for the Central Coast and from small to medium sized business enterprises
  - One representative demonstrating their connection to tourism for the Central Coast and from a large sized business enterprise
  - One representative demonstrating senior marketing experience in any business field
  - Two representatives demonstrating senior business development experience in any business field
- Destination Sydney Surrounds North representative (Voting member)

## Draft Terms of Reference – Central Coast Tourism Advisory Committee

Community representatives shall be appointed by resolution of Council following advertisement for nominations. Nominations are to be in writing and will circulate in full to Councillors for evaluation and consideration. The Advisory Group is not involved in the evaluation or selection process, it is a matter for Council.

The staff holding the following Central Coast Council positions may attend Advisory Group meetings:

- **Director Connected Communities** (or their delegate)
- **Unit Manager Community Engagement**
- **Section Manager Marketing and Tourism**
- **Tourism and Marketing Officer**

Council officers will provide professional advice and administrative support. Employees of the Council are not subject to the direction of the Advisory Group or any members of it. Staff attendance is at the discretion of the Chief Executive Officer.

Non-staff members appointed to the Advisory Group are appointed for the remainder of the current Council term, although membership can be altered at any time by a resolution of Council.

Membership can be withdrawn by resolution of Council.

If a member misses three consecutive meetings without apology, their membership may be withdrawn and their position deemed vacant.

### *Casual Vacancy*

A casual vacancy is caused by the resignation or death of a member or the withdrawal of membership. To fill a casual vacancy:

- The Advisory Group staff contact will report the vacancy to the Advisory Group and then to the next available Council meeting.
- If the member was nominated as a representative of an organisation, it will be recommended that the organisation be invited to nominate a replacement member.
- If the member was nominated as an individual, the original expressions of interest will be reviewed to identify an appropriate replacement member.
- Where there are no appropriate alternate nominations, expressions of interest will be called for to replace the member.
- Where the vacancy occurs within nine months of the end of the term of the Advisory Group the vacancy will not be filled.

### *Chairperson*

The Chairperson is a Councillor. The Chairperson is to have precedence at the meeting and

## Draft Terms of Reference – Central Coast Tourism Advisory Committee

shall determine the order of proceedings, generally as set out in the Agenda.

Where the Mayor is appointed to be a delegate to an Advisory Group it is not necessary that the Mayor be the Chairperson.

### *Convenor*

A Central Coast Council staff position shall be nominated as convenor by the Chief Executive Officer. They will be a staff member responsible for coordinating the preparation of agendas, invitations and minutes (meeting records).

The **Director Connected Communities** (or their delegate) shall be the convenor of the Central Coast Tourism Advisory Committee.

### *Voting*

No formal voting rules apply.

As the Advisory Group has an advisory role, its recommendations are to be made by consensus. Where consensus cannot be reached, a vote may be taken at the request of the Chairperson. The vote will be carried by a majority of voting members. The meeting record would reflect this process.

Council is the decision making body and the Advisory Group provides recommendations for consideration.

The Advisory Group may agree to allow participation in meetings through conference calls and other technology. As no formal voting rules apply, there is no proxy voting.

### *Quorum*

The Quorum for a meeting is half the Advisory Group voting membership plus one and must include at least one Councillor.

However the Chairperson shall use their discretion to determine if a meeting should be postponed due to insufficient members being able to attend.

## **4. Meetings**

- Meetings are held quarterly;
- The Chairperson has the authority to call additional meetings;
- The agenda and meeting papers will be distributed to members at least three days prior to the meeting;
- Meetings will be recorded by the taking of minutes (meeting record) – the minutes will document agreed outcomes and will not record discussions.

## Draft Terms of Reference – Central Coast Tourism Advisory Committee

### **5. Communications and reporting**

The agendas and meeting records of the Advisory Group will be stored as a permanent record of Council. All agendas and meeting records will be published on Council's website.

Where the Advisory Group recommends an action that is outside the delegation of staff to determine, a report will be provided to Council.

Staff will prepare the report that recommends that Council note the meeting record of the Advisory Group. Reporting of Advisory Group recommendations to Council will be reported as Committee Recommendations without change. Staff will also provide professional commentary on the Group's recommendation and provide a staff recommendation which may or may not align to that of the Group.

Council may then, at its discretion, resolve to adopt some or all of the Advisory Group's recommendations.

Where the Advisory Group has not recommended an action, the meeting record will be reported to Council as an Information Report only.

### **6. Conduct**

Code of Conduct training will be provided to all Advisory Group members, and must be completed prior to attending a meeting of the Advisory Group.

Each member of the Advisory Group will be provided with Council's adopted Code of Conduct and the Conduct of members is expected to be consistent with the principles outlined in the Code of Conduct.

For the avoidance of doubt, members of the Advisory Group are not permitted to speak to the media or make representations on social media on behalf of the Advisory Group or Council unless approved by Council.



**Item No:** 4.1  
**Title:** Deferred Item - Sportsground Fees and Charges  
**Department:** Assets, Infrastructure and Business

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13373380

Author: Karen Tucker, Acting Unit Manager, Open Space and Recreation

Manager: Brett Sherar, Acting Senior Manager, Property and Asset Management

Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

## Summary

Council, at its meetings held 29 October 2018 resolved:

*That Council defer this item to the meeting being held on 12 November 2018.*

## Recommendation

- 1 That Council note the deferred Sportsground Fees and Charges report which is Attachment 1 to this report.**
- 2 That Council receive the report on Deferred Item – Sportsground Fees and Charges.**

## Attachments

- 1 Sportsground Fees and Charges D13374722**



**Item No:** 4.2  
**Title:** Sportsground Fees and Charges  
**Department:** Assets, Infrastructure and Business

29 October 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13340869

Author: Karen Tucker, Acting Unit Manager, Open Space and Recreation

Manager: Brett Sherar, Unit Manager, Open Space and Recreation

Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

### Report Purpose

The purpose of this report is to advise Council of the outcome of the meeting with Central Coast Sports Council representatives following their submission to Council on the 2018/19 Delivery and Operational Plans.

### Summary

Staff met with representatives of Central Coast Sports Council on 17 July 2018 to discuss concerns raised at the 25 June 2018 Council meeting. Many of the issues identified were due to the complexity of bringing the former two Council's fees into one consolidated fees and charges structure. The consolidated fees do not collate to an increase in fees more than CPI since prior to amalgamation.

### Recommendation

***That Council receive the report on Sportsground Fees and Charges.***

### Background

At its meeting on 25 June 2018, Council resolved, in part:

**563/18** *That Council request the Chief Executive Officer hold a meeting with representatives of the Sports Council and then provide a report to the Council prior to the workshop referred to in recommendation 562/18 and include discussions around the following proposed amendments:*

- *Refund of competition and/or training fees booked on a seasonal basis for facilities not utilised under the twenty week period, due to inclement weather or withdrawn for maintenance issues*
- *Refund of training fees to be booked on a daily basis for facilities not utilised, due to inclement weather or withdrawn for maintenance issues*
- *Be able to choose an hourly lighting rate or a seasonal lighting rate.*

## 4.2 Sportsground Fees and Charges (contd)

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- *Sports Council the Fees and Charges for seasonal hire be amended to include all final series games/matches.*
- *In regards to the Bond Monies, the members of Central Coast Sports Council indicated at our meeting on 7 June 2018 that they wish the bond monies remain as is and held with Central Coast Sports Council.*
- *Foreshadow a return on fees and charges as at 2017/18 for a period of 3 years*
- *To reduce the level 2 grading fees to level 3 for sports fields*

Council Officers met with representatives of Central Coast Sports Council (CCSC), Ms Diane Dales and Mr Riley Sohler, on 17 July 2018 to discuss the Council resolution.

Following extensive discussion with the above representatives of the CCSC, information on how the consolidated fees and charges were structured was provided as follows:

**Refund of competition and/or training fees booked on a seasonal basis for facilities not utilised under the twenty week period, due to inclement weather or withdrawn for maintenance issues.**

**And**

**Refund of training fees to be booked on a daily basis for facilities not utilised, due to inclement weather or withdrawn for maintenance issues**

The seasonal ground hire fees are calculated at 20 weeks for a season duration up to 25 weeks. Therefore a portion of the seasonal fee is built in to allow for potential wash out weeks (up to 5 weeks). It is rare that sporting clubs will have seasons that are washed out for the amount of weeks allocated in the fees and are therefore essentially not paying for these weeks.

Despite wet weather closures, Council is still required to maintain service levels to the sportsground facilities with no reduction in maintenance costs. In addition, wet weather periods often provide increase maintenance as damage to facilities is more likely after periods of inclement weather.

Should there be a significant period whereby a club is unable to utilise a playing field due to no fault of their own, Council may make a reduction to their fees.

In seasons that experience extensive wet weather and lack of use is documented, Council have also considered a fee reduction as it deemed the lack of access is beyond the reasonable access.

If the fields are unable to be utilised due to being withdrawn from use by Council, consideration in regards to a fee reduction will be provided if it is deemed the lack of access

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**4.2 Sportsground Fees and Charges (contd)**

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is beyond reasonable access and the field is not withdrawn due to the activities undertaken by the club or association.

**Be able to choose an hourly lighting rate or a seasonal lighting rate**

The current lighting systems across the Central Coast sporting fields is unable to be metered to allow lights to be charged hourly at all sporting facilities. Council is working towards harmonising the telemetry systems across the facilities which will allow reporting of usage and potential readjustment of lighting fee structure.

However lighting usage for the first hour demonstrates a significant peak in usage to ignite lighting systems and future fees may be required to consider the first hour of usage to be a higher rate than subsequent hours.

**The Fees and Charges for seasonal hire be amended to include all final series games/matches.**

Finals series games are considered outside of the seasonal allocation approval process as many final series events have different requirements than normal seasonal competition games. For instance, a number of codes utilise mobile food vans, amusement devices and marquees in conjunction with their finals activities which require regulation under a special event application.

When a clubs final series is within the parameters of its normal conduct and does not include special event activities, their fee is determined within the normal seasonal hire (no additional charge). However, for those clubs that conduct special event activities that require regulation, the associated fees are required to be charged in line with those activities such as, but not limited to, food surveillance inspections. In some cases, additional field maintenance requirements are requested that attract a charge, such as additional line-marking.

**In regards to the bond monies, the members of Central Coast Sports Council wish the bond monies remain as is and held with Central Coast Sports Council.**

The current process in the former Gosford Council was for key bonds to be paid by the clubs and these bonds were held by the CCSC in perpetuity. Council did not have access to the bond money to fund the cost of key or lock replacement or to fund the repair of any damage by the clubs or associations.

Council is unable to allow an entity that is not a body of Council to collect and hold fees on its behalf. The bond is collected to ensure keys are returned at the end of each season minimising issues between codes and is only used to cover costs of lock and/or key replacement when keys are lost or stolen to protect Council's assets.

The bond will be charged to associations/clubs at the commencement of the season and, pending return of all keys and no damage to the locks or buildings, the bonds will be returned to the associations/clubs at the end of each season.

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**4.2 Sportsground Fees and Charges (contd)**

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CCSC currently hold money from associations on their behalf. If these organisations wish to continue this arrangement then it is at their discretion. However, Council will require security bonds from associations during their relevant season in line with the adopted fees and charges.

**Foreshadow a return on fees and charges as at 2017/18 for a period of 3 years**

The fees and charges for the 2017/18 period are calculated at less than 12% cost recovery with the 2018/19 fees and charges only increased in line with CPI (2-3 %). The cost which has 12% recovery includes the operational and maintenance of the facilities which comprises electricity charges, water usage, turf and general maintenance.

During consolidation of the fees from the former two Councils, careful consideration was given to ensure that no increase above CPI would be levied to any sporting code. Whilst a number of clubs had raised an increase of fees above the CPI, this was not due to an increase in fees but to an increase in requested usage. An offer has been made to CCSC to direct any club who believes their fees have been increased greater than CPI to meet with Council to discuss the matter. Since this offer was made, Council has not received any requests for fee review.

Freezing fees for three years at the rates of the 2017/18 period will reduce the percentage of cost recovery for Council as costs of maintenance will increase between 2-3% annually.

**To reduce the level 2 grading fees to level 3 for sports fields**

In the former Gosford Council a Category 3 field existed which were generally fields that did not have lighting, irrigation or drainage systems and other support infrastructure. Category 3 fields were removed when harmonising the fees for Central Coast Council as a number of former category 3 fields have benefited from capital works upgrades to the infrastructure and therefore they were consolidated into Category 2.

A Category 2 field would be considered a local playing facility in terms of standard of infrastructure provisions whereas a Category 1 field would be a district to sub- regional level facility.

A number of the playing fields that have changed in categories are generally provided free of charge to users as they are only utilised for training purposes in daylight hours due to no floodlighting (e.g. Kitchener Oval, Davistown Oval, Fred Pinkstone Oval) based on the adopted fees and charges.

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**4.2 Sportsground Fees and Charges (contd)**

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**Follow Up**

Subsequent to the meeting of 17 July 2018, Council officers provided summation notes of the meeting and clarification of issues in writing to the representatives of CCCSC.

CCCSC responded advising, *The information you have provided has been advised to our members and noted at our last meeting on 2 August. Our members have instructed the executive to raise certain matters with the Councillors when the follow up report on item 2.1 from 25 June 2018 is presented to Council.*

**Link to Community Strategic Plan**

Theme 1: Belonging

**Goal L: Healthy lifestyle for a growing community**

R-I1: Preserve local character and protect our heritage and rural areas including concentration of development along transport corridors and around town centres and east of the M1.

**Attachments**

*Nil.*



**Item No:** 4.2  
**Title:** Response to Notice of Motion - Central Coast Council 'Opts-In' on Rock Fishing Life Jackets  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13353128

Author: Jamie Loader, Unit Manager, Development Assessment

Executive: Scott Cox, Director, Environment and Planning

## Report Purpose

To provide Council with a response to Notice of Motion - Central Coast Council 'Opts-in' on Rock Fishing Life Jackets.

## Recommendation

- 1 That Council receive the report on Response to Notice of Motion - Central Coast Council 'Opts-In' on Rock Fishing Life Jackets.**
- 2 That Council resolve to 'opt in' under the Rock Fishing Safety Act 2016.**

## Context

Response to Notice of Motion – Rock Fishing as resolved by Council at 28 May 2018.

- 420/18 *That Council note the deferred Notice of Motion - Central Coast Council 'Opts-in' on Rock Fishing Life Jackets which is Attachment 1 to this report.*
- 421/18 *That Council welcomes the recent announcement by the NSW State Government to introduce a program that allows Council to "opt in" to a process where the wearing of approved life jackets will be mandatory while fishing from high risk rock fishing platforms on the Central Coast.*
- 422/18 *That Council note that if it 'opt in' to that program that the deadly Lake Munmorah Fishing Platform that is located within the Lake Munmorah State Recreation Area will be one of the rock platforms where the wearing of approved life jackets will be mandated.*
- 423/18 *That Council recognises the significant contribution made to this critical public safety initiative by the former Wyong Shire Council & in-particularly the Central Coast Surf Life Saving Service for their tremendous efforts in achieving this outcome.*

- 424/18 *That further Council also recognise the outstanding advocacy on this important issue by our local State Members.*
- 425/18 *That Council request that the Acting Chief Executive Officer provide a detailed report to Council on the costs, benefits and challenges of Council 'opting in' to the Central Coast local government area becoming a declared "high risk rock fishing location" for the purposes of the Rock Fishing Safety Act 2016, that report to include:*
- a proposed public education and signage program;*
  - b proposed arrangements with the National Parks and Wildlife Service concerning the erection and maintenance of signage and enforcement actions within that Service's Lake Munmorah State Conservation Area; and*
  - c proposed adjustments to the adopted budget of Council to meet the costs of 'opting in'.*
  - d proposed arrangements in terms of enforcement across agencies.*
  - e Identification of proposed areas to which the provisions would apply.*

### **Background**

Following recommendations from two Coronial inquiries that lifejackets be made mandatory for rock fishers in NSW, and noting an ongoing trend showing an average of eight rock fishers die in NSW every year, the NSW Government introduced the *Rock Fishing Safety Act 2016* (RFSA), on 1 December 2016.

The RFSA requires anyone rock fishing in a high risk location to wear a life jacket. An 18 month trial was held in Randwick Local Government Area where the NSW Police, Randwick Council National Parks and Wildlife Service (NPWS) and the Department of Primary Industries (DPI) undertook a campaign which included education and enforcement. Based on the outcome of the trial, it was recommended that the law be extended to other NSW Councils via invitation to 'opt in'.

#### **a) Proposed public education and signage program;**

Community education is critical in raising awareness, leading to attitude and behaviour change. In order to support our community through these changes and to educate them on rock fishing safely, it would be proposed that the resources developed by the NSW Department of Primary Industries (DPI) be used in relation to signage and print information. To raise community awareness on the dangers of rock fishing and how to

keep safe while rock fishing, an education program via radio is proposed using Councils current aquatic safety messaging arrangements with Star FM.

The cost associated with public education and signage would initially be funded by a \$30,000 grant for opting into the legislation with any further funding being identified in Council's Operational and Capital Works Budget.

**b) Proposed arrangements with the National Parks and Wildlife Service concerning the erection and maintenance of signage and enforcement actions within that Service's Lake Munmorah State Conservation Area;**

For the Lake Munmorah State Conservation Area to be a declared area under the RFSA, the Central Coast Council and Lake Macquarie Council will need to 'opt in' to enforce the requirements of the RFSA. Council has been involved in meeting with National Parks and Wildlife Service, Lake Macquarie Council and the Department of Primary Industries to determine support for opting in to enforce the wearing of life jackets. Subject to the relevant Council's opting into the legislation, all parties indicated an interest into collaboration on an education and enforcement strategy for the Lake Munmorah Conservation Area. It would be proposed that each organisation manages rock fishing in their geographical area of responsibility.

**c) Proposed adjustments to the adopted budget of Council to meet the costs of "opting in".**

Council can use the current staff resourcing of the lifeguard service to undertake education and awareness utilising resources developed by DPI. It is anticipated that an education approach is taken for managing rock fishing safety and therefore current ranger resources can be utilised where it is identified that an enforcement blitz is required.

The main costs will be erecting signage and printing of materials to provide as education material. Opting in provides Council with an initial \$30,000 in funding which can be used towards signage and education material. Any additional signage that is not covered in the initial funding can be budgeted for in future capex budgets.

**d) Proposed arrangements in terms of enforcement across agencies.**

Under the *Rock Fishing Safety Act* enforcement is the responsibility of Council, the NSW Police, NSW Department of Primary Industries and the National Parks and Wildlife Service. As indicated in section b), further meetings are required to develop a combined approach to education and enforcement; however it is proposed that each agency manages its own area.

Council may seek assistance from the police and the department of primary industries for enforcement purposes where needed.

**e) Identification of proposed areas to which the provisions would apply**

There are many popular rock fishing locations throughout the Central Coast including Terrigal, Avoca, Winnie Bay and within the Lake Munmorah State Conservation Area, however the RFSA that a high risk rock fishing location is "*a naturally occurring rock platform or other rock formation exposed to ocean swell*". If Council were to opt in, the Central Coast Council Local Government area would become a declared area and therefore each rock fishing platform would become a declared high risk area and subject to enforcement. Given that this would include a vast area, it is proposed that monitoring be undertaken to determine the most at risk locations where resources should be concentrated. Once determined, signage would be erected at the most at risk locations and additional monitoring would be undertaken in these areas.

**Attachments**

*Nil.*



**Item No:** 4.3  
**Title:** Meeting Record of the Catchments and Coast Committee Brisbane Water and Gosford Lagoons held on 20 September 2018  
**Department:** Governance

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#### 12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13349024  
Author: Zoie Magann, Advisory Group Support Officer  
Manager: Peter Ham, Unit Manager, Waterways and Coastal Protection  
Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

### Report Purpose

To note the draft Meeting Record of the Catchments and Coast Committee – Brisbane Water and Gosford Lagoons held on 20 September 2018.

### Recommendation

***That Council note the draft Meeting Record of the Catchments and Coast Committee Brisbane Water and Gosford Lagoons held on 20 September 2018 that is Attachment 1 to this report.***

### Background

The Catchments and Coast Committee – Brisbane Water and Gosford Lagoons held a meeting on 20 September 2018. The Meeting Record of that meeting is Attachment 1 to this report.

### Link to Community Strategic Plan

Theme 4: Responsible

### Goal G: Good governance and great partnerships

G2: Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect.

### Attachments

- |                                                                                                                     |           |
|---------------------------------------------------------------------------------------------------------------------|-----------|
| <b>1</b> Draft Catchments and Coast Committee Brisbane Water and Gosford Lagoons Meeting Record - 20 September 2018 | D13341083 |
|---------------------------------------------------------------------------------------------------------------------|-----------|

# Draft Catchments and Coast Committee Brisbane Water and Gosford Lagoons Meeting Record 20 September 2018



Location:	Central Coast Council Gosford Office Level 1 Committee Room 49 Mann Street, Gosford	
Date:	20 September 2018	
Time	Started at: 2:10pm	Closed at: 2:15pm
Chair	Mayor Jane Smith	
File Ref	F2018/00097	

**Present:**

Ian Caruthers, Michael Kilp, Jenny McCulla, Samantha Willis

## External representatives:

Michael Alsop, Lara Davis – NSW Office of Environment and Heritage

## Staff present:

Warren Brown – Coastal and Estuary Officer, Ben Fullagar – Section Manager Coastal Protection, Peter Ham – Unit Manager Waterways and Coastal Protection, Zoie Magann – Advisory Group Support Officer, Peter Sheath – Section Manager Waterways,

**Item 1                      Apologies**

Mayor Jane Smith, Councillor Troy Marquart, Councillor Richard Mehrtens, Adrian Williams, Andrew Jones, Neil Kelleher – Office of Environment and Heritage

In accordance with Section Three of the Terms of Reference, as no Councillor was present there was a lack of a quorum and the meeting was adjourned.

The meeting closed at 2.15pm

**Next Meeting:**            **Thursday 13 December**  
**2pm – 4pm**  
**Central Coast Council Gosford Office**  
**Level 1 Committee Room**



**Item No:** 4.4  
**Title:** Activities of the Development Assessment and Environment and Certification Units - July to September 2018 Quarter 1  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13352953

Author: Jamie Loader, Unit Manager, Development Assessment

Executive: Scott Cox, Director, Environment and Planning

## **Report Purpose**

This report includes information and statistics regarding the operations of the Development Assessment and Environment and Certification Units which covers the submission and determination of development, construction and subdivision applications. This report provides a summary of applications for the July to September 2018 Quarter.

## **Recommendation**

***That Council receive the report on Activities of the Development Assessment and Environment and Certification Units – July to September 2018.***

## **Background**

As the Central Coast community continues to grow, Council is committed to assessing development applications, which respond to the need to providing for a variety of housing choice to suit the needs and lifestyles of the community, support local jobs and services while appreciating and protecting our environmental assets.

The Central Coast Regional Plan (CCRP) provides that the population of the Central Coast will increase by approximately 75,500 people (to 415,050) by 2036. Resultantly there is an increased need for local housing and employment options. The CCRP establishes that the region is expected to have 36,350 more households, requiring 41,500 new homes by 2036. This is the equivalent of approximately 2075 homes per year for the 20 year life of the plan.

## **Housing Target Progress**

While the delivery and completion of housing is driven by the property market and the development industry, Council approvals are a barometer of housing demand. The annual target set by the CCRP is currently an average of 2075 dwellings per year.

#### 4.4 Activities of the Development Assessment and Environment and Certification Units - July to September 2018 Quarter 1 (contd)

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Since the commencement of the CCRP in 2016, 7715 additional dwellings have been approved, and Council is tracking well against future housing requirements outlined in the Central Coast Regional Plan. Since 2016, 3,412 additional residential lots, dual occupancies and secondary dwellings were completed (lots created or occupation certificates issued).

##### Housing approvals

During the July to September 2018 quarter, **857** development applications were determined. Of these, **843** were approved and approved the creation of:

- **287** additional residential lots
- **241** dwellings (including secondary dwellings, detached dwellings, dual-occupancies, multi-dwelling housing and units within residential flat buildings).

##### Development Applications

##### Development Applications Determined

Type	Number Determined	Number Approved	Estimated Value of <u>Approved</u> Development \$
Residential – Single new dwelling, Residential – Dual Occupancy, Residential – Alterations and Additions	558	555	\$104,694,827
Residential - Seniors Living, Residential New Multi-Unit, Residential Other	14	11	\$33,071,608
Commercial / Retail / Office / Tourist/Community	34	33	\$39,552,331
Industrial and Infrastructure	21	21	\$16,181,568.
Subdivision only	18	15	\$1,810,000
Mixed	7	7	\$2,341,000
Other	56	55	\$4,405,455

#### 4.4 Activities of the Development Assessment and Environment and Certification Units - July to September 2018 Quarter 1 (contd)

Type	Number Determined	Number Approved	Estimated Value of Approved Development \$
Section 4.55	149	146	\$17,793,085
<b>Total</b>	<b>857</b>	<b>843</b>	<b>\$219,849,874</b>

#### Net Median Turnaround Times

The net median turnaround time for development applications determined (including Section 4.55 applications) within the Development Assessment Unit during the July to September 2018 quarter was 48 calendar days.

The net median turnaround time for development applications determined (including Section 4.55 applications) within the Environment and Certification Unit during the July to September 2018 quarter was 24 calendar days.

The net median turnaround time for all development applications (including Section 4.55 applications) determined by the Development Assessment Unit and the Environment and Certification Unit during the July to September 2018 quarter was 28 calendar days.

#### Subdivision Lots Released

Type	Number of Lots Released
Commercial/Industrial	0
Residential	287
Boundary realignments/consolidations	6
<b>Total</b>	<b>293</b>

#### Other Approvals and Certificates

Type	Number Determined	Number Approved
Building Information Certificates	60	58
Construction Certificates issued by Council	205	204
Complying Development Certificates issued by Council	59	59

### **Variations to Development Standards**

Each quarter all Councils are required to report to the Department of Planning and Environment the development applications that have been granted consent involving variation to relevant development standards.

*Gosford Local Environmental Plan 2014* (GLEP) and *Wyong Local Environmental Plan 2013* (WLEP) permit variations to some development standards, as long as the development is considered to meet the following objectives:

- (a) To provide an appropriate degree of flexibility in applying certain development standards to particular development.
- (b) To achieve better outcomes for and from development by allowing flexibility in particular circumstances.

In each case, the relevant development application must also address the objectives of the development standard being varied.

*State Environmental Planning Policy No 1* (SEPP 1) also permits variations to the development standards within *Interim Development Order Number 122* (IDO122), which applies to some land within the former Gosford local government area.

Council requires that a written request to vary a development standard be considered in each case, which must address the following matters:

- Why compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and
- That there are sufficient environmental planning grounds to justify contravening the development standard.

A review of Council records has identified that consent was granted to 19 development applications from 1 July 2018 to 30 September 2018 that included a variation to a development standard within WLEP, GLEP or IDO122. A copy of the variation to development standard register for the July 2018 to September 2018 quarter is attached.

### **Link to Community Strategic Plan**

Theme 4: Responsible

#### **Choose Focus Area**

R-I3: Ensure land use planning and development is sustainable and environmentally sound and considers the importance of local habitat, green corridors, energy efficiency and stormwater management.

#### **4.4 Activities of the Development Assessment and Environment and Certification Units - July to September 2018 Quarter 1 (contd)**

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##### **Attachments**

- 1** Standard Variations Central Coast Council July-September 2018      D13369943

Council DA reference number	Lot number	DP number	Apartment/Unit number	Street number	Street name	Suburb/Town	Postcode	Category of development	Environmental planning instrument	Zoning of land	Development standard to be varied	Justification of variation	Extent of variation	Concurring authority	Date DA determined dd/mm/yyyy
011.2017.00052576.001	LOT: 201 DP: 1064473	1064473		620	Terrigal DR	ERINA	2250	Community Facility	GLEP 2014	B2 LOCAL CENTRE/E2 ENVIRONMENTAL CONSERVATION	Clause 4.3 Height of buildings	Topography of subject site results in variation to Clause 4.3 Height of Buildings. The roofline of the proposed design is consistent with surrounding development.	48.25%	COUNCIL	17/07/2018
011.2018.00053610.001	Lot: 27A DP: 369719	369719		44	Campbell CR	TERRIGAL	2260	Residential - New second occupancy	GLEP 2014	R1 GENERAL RESIDENTIAL	Clause 4.18 Minimum Lot Size for Attached Dwellings; and Clause 4.4 Floor Space Ratio	The proposed development is consistent with both existing and planned residential densities for the surrounding area and there are already a combination of multi-dwelling developments and residential flat buildings within Campbell Crescent. Additionally, the location of the subject site indicates that amalgamation of sites is not possible in the future. The proposal is for an attached dual occupancy with all required car parking located in a basement car park and will therefore provide a residential density consistent with the relevant Objectives under Gosford LEP 2014. Floor Space Ratio The maximum floor space ratio (FSR) permitted in the R1 General Residential zone under the Floor Space Ratio Map is 0.7:1. However, Clause 4.4(2A)(a) under Gosford Local Environmental Plan 2014 reduces the maximum floor space ratio to 0.5:1 as the proposed development is dual occupancy. The Applicant has put forward the following argument: "The proposed development requires a variation to clause 4.4 - Floor Space Ratio (FSR) of the GLEP 2014 because the subsequent clause 2A(a) states if the building is used for the purpose of a dual occupancy then the FSR is 0.5:1 instead of the 0.7:1 allowed in the R1 General Residential zone. However, we contend that the following clause 2A(b) should be applicable in this particular case. Clause 2A(b) states: if the building is on a site area of less than 1,000 square metres and is used for the purpose of a residential flat building or multi dwelling housing with all on-site car parking located in the basement is 0.6:1. The proposed development (by definition) is not multi-dwelling housing or a residential flat building, but is on a site less than 1,000 square metres and all on-site parking is located in a basement. The development also satisfies the majority of requirements outlined in the GDCP and wholly complies with the 8.5m maximum height limit. We would like to argue that an FSR of 0.6:1 should be applied in this instance and that the proposed development complies with the required density control".	Minimum Lot Size = 13.3% and Floor Space Ratio = 15.25%	COUNCIL	17/07/2018
011.2018.00053696.001	LOT: 14 DP: 11556	11556		16	Ena ST	TERRIGAL	2260	Residential - New multi unit	GLEP 2014	R1 GENERAL RESIDENTIAL	Clause 4.18 & Clause 4.4(2A) (c)	The proposal is considered to meet the objectives of the respective development standards and the R1 General Residential zone of the Gosford Local Environmental Plan 2014. The proposal is consistent with the density and scale of multiunit	residential developments in the vicinity of the subject site and has been responds to the environmental characteristics	COUNCIL	23/07/2018
011.2018.00053787.001	LOT: 543 DP: 29470	29470		95	Del Mar DR	COPACABANA	2251	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	Clause 4.3 Height of buildings	Slope of land results in a difficulty to meeting maximum height control with minimal impact on occupants of neighbouring properties.	9.40%	COUNCIL	26/07/2018
011.2018.00054030.001	Lot: 5A DP: 26495	26495		6235	Wisemans Ferry RD	GUNDERMAN	2775	Residential - Single new dwelling	GLEP 2014	E2 ENVIRONMENTAL CONSERVATION	Clause 4.3 Height of Buildings	The proposed building height is 9.24m. The development standard for building height in the E2 Zone is 8.5m. The steep topography of the site and	8.70%	COUNCIL	26/07/2018
011.2018.00054302.001	LOT: 1 DP: 1229988	1229988	1	245	The Round DR	AVOCA BEACH	2251	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	Clause 4.3 - Height of building	Slope of land provides a degree of difficulty in complying and consistency in height and scale of other buildings within immediate area.	8%	COUNCIL	17/08/2018
011.2018.00054306.001	LOT: 1072 DP: 32092	32092		10	The Glade	COPACABANA	2251	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	LEP 4.6 Exceptions to development standards	The site is constrained in terms of gradient, making difficult to keep within the 8.5m height envelope. The impact on amenity for the desired roof design adjoining properties is deemed to be both unavoidable and negligible.	distance of only 2m in horizontal length at the ridgeline which is located in	COUNCIL	5/07/2018
011.2018.00054357.001	LOT: 33 DP: 15501	15501		7	The Corso	SARATOGA	2251	Residential - Alterations & Additions	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	Height of buildings	Slope of land means it is difficult to build a dwelling house of sufficient utility without expanding the footprint.	5.60%	COUNCIL	17/08/2018
011.2018.00054456.001	LOT: 26 DP: 15053	15053		14	Ogilvie ST	TERRIGAL	2260	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL/E2 ENVIRONMENTAL CONSER	The application seeks a variation to the mapped height limit under Clause 4.3 of	A lower roof pitch would compromise the design and architectural merit of	The proposal seeks a maximum building height of 9.305 metres. This represents a	COUNCIL	20/07/2018
011.2018.00054549.001	LOT: 119 DP: 270857	270857		34	Sumner CCT	TERRIGAL	2260	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	Clause 4.3 Height of Buildings	Steep slope of the land.	4.70%	COUNCIL	24/07/2018
011.2018.00054613.001	LOT: 120 DP: 270857	270857		36	Sumner CCT	TERRIGAL	2260	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	cl 4.3 Height of buildings	Slope of land means it would be difficult to meet standard and there will be no impact on amenity of neighbours	4%	COUNCIL	31/07/2018
011.2018.00054631.001	LOT: 13 DP: 202229	202229		64	McGee AVE	WAMBERAL	2260	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	cl 4.3 Heights of buildings	Slope of the land means it would be difficult to meet the standard and there will be no impact on amenity of neighbours.	6%	COUNCIL	2/08/2018
011.2018.00054638.001	LOT: 67 DP: 270857	270857		1	Timber Cutter AVE	TERRIGAL	2260	Residential - Single new dwelling	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	The application seeks a variation to the mapped height limit under Clause 4.3 of Gosford LEP2014.	Slope of land 1% and Developer controls relating to required roof pitch 1% and Driveway access design 1% and Excessive earthworks.	The proposal seeks a maximum building height of some 8.9 metres. This	COUNCIL	20/07/2018
011.2018.00054685.001	LOT: 6 DP: 13501	13501		80	Victoria RD	WOY WOY	2256	Residential - New multi unit	GLEP 2014	R1 GENERAL RESIDENTIAL	4.18 Minimum lot sizes for attached dwellings, dual occupancies, multi dwelling housing and residential flat	The lot size of 695.5m2 does not meet the GLEP 2014 minimum lot size requirement of 750m2 under Clause 4.18, which entails a variation of 7.27%. Despite the variation, the development is not considered to impact on the amenity of residents or adjoining properties.	7.27%	COUNCIL	16/08/2018
011.2018.00054718.001	LOT: 2 DP: 241543	241543		18	Weemala CR	TERRIGAL	2260	Residential - Alterations & Additions	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	Gosford LEP Clause 4.3(2) - Maximum Height	Height Variation - Minor roof projection only, steep site cross fall makes compliance with the numerical standard unreasonable.	The proposal seeks a maximum overall height of some 8.95 metres to a roof projection in lieu of the permitted 8.5 metre mapped height limit applicable to the allotment, resulting in a variation of 5.3%	COUNCIL	6/09/2018
011.2018.00054729.001	LOT: 109 DP: 13551	13551		31	Hardys Bay PDE	KILLCARE	2257	Residential - Alterations & Additions	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	4.3 - Building Height	Steep gradient of site makes compliance difficult to achieve.	4%	COUNCIL	2/08/2018
011.2018.00054810.001	LOT: 201 DP: 825758	825758		28	Llewellyn ST	SARATOGA	2251	Residential - Alterations & Additions	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	4.4 / floor space ratio	Small lot size and site slope does not allow sufficient building utility without some minor variation to floor space ratio.	6%	COUNCIL	21/09/2018
011.2018.00054860.001	LOT: 232 DP: 237227	237227		75	Ridgway RD	AVOCA BEACH	2251	Residential - Alterations & Additions	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	Clause 4.3 in relation to height of buildings	Justification is in relation to setting of building and distance from other buildings. Furthermore building is hidden from public areas due to subdivision orientation and dense landscape screening.	10%	COUNCIL	19/09/2018
011.2018.00055015.001	LOT: 111 DP: 845481	845481		12	Orana ST	GREEN POINT	2251	Residential - Alterations & Additions	GLEP 2014	R2 LOW DENSITY RESIDENTIAL	4.3 Height of Buildings	that compliance with the development standard is unreasonable	5%	COUNCIL	13/09/2018



**Item No:** 4.5  
**Title:** Fire Safety Inspection Report for Residential Flat Building at 51 - 53 Hills Street North Gosford  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13363128  
Author: Mark Newton, Fire Safety Officer  
Manager: Jamie Loader, Unit Manager, Development Assessment  
Executive: Scott Cox, Director, Environment and Planning

## Report Purpose

The purpose of this report is to provide a recommendation to Council on whether it should exercise its power to give an order under the provisions of Part 2 of Schedule 5 of the *Environmental Planning and Assessment Act (EP&A Act) 1979*, in relation to a fire safety inspection report received from Fire and Rescue NSW.

## Recommendation

- 1     *That Council note the result of the site inspection carried out on the 4 October 2018;***
- 2     *That Council resolve to exercise its power to issue an Order 1 under Part 2 of Schedule 5 of the Environmental Planning and Assessment Act 1979 with respect to the matters as raised within the fire safety inspection report received from Fire and Rescue NSW;***
- 3     *That Council give notice of its determination to the Commissioner of Fire and Rescue NSW.***

## Background

On 7 September 2018, Council received a Fire Safety Inspection Report from Fire and Rescue NSW in respect to the Residential Flat Building located at 51 - 53 Hills Street North Gosford, on Lot 100 DP 1174205.

The Fire and Rescue NSW Inspection Report received by Council was reported to an Ordinary meeting of Council on 29 October 2018. An inspection of the premises has been carried out by Council Fire Safety Officer. The results of the inspection are now being reported to Council with a recommendation for Council to exercise its power to issue an Order 1 under Part 2 of Schedule 5 of the *EP&A Act 1979*.

## **Report**

The subject site was inspected by Council's Fire Safety Officer on 4 October 2018 to specifically review the issues raised by Fire and Rescue NSW in respect of the safety of occupants of the building, including:

1. External Alarm Indicators must:
  - be clearly visible from the main approach to the premises, and
  - be located adjacent to the designated building entry point.
2. Zone Block Plan must be mounted adjacent to the fire detection control panel.
3. Access to the fire hydrant pumpset needs to be secured by an approved 003-lock.
4. Compartmentation: The penetrations for services in fire rated walls must be protected by an approved fire stopping system
5. An Annual Fire Safety Statement (AFSS) must be prominently displayed in the building

The existing building fails to meet the above requirements that Council should exercise its statutory powers under the *EP&A Act 1979*.

## **Conclusion**

That Council should exercise its statutory powers under the *EP&A Act 1979*.

## **Link to Community Strategic Plan**

Theme 4: Responsible

### **Goal G: Good governance and great partnerships**

G2: Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect.

## **Attachments**

- 1 Letter received from Fire & Rescue NSW 7 September 2018 D13363142



File Ref. No: BFS17/1107 (0168)  
TRIM Ref. No: D18/62058  
Contact: Edren Ravino

7 September 2018

General Manager  
Central Coast Council  
49 Mann Street  
GOSFORD NSW 2250

Email: [ask@centralcoast.nsw.gov.au](mailto:ask@centralcoast.nsw.gov.au)

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT  
RESIDENTIAL FLAT APARTMENTS  
51-53 HILLS STREET, NORTH GOSFORD ("the premises")**

Fire & Rescue NSW (FRNSW) received correspondence on 23 May 2018, in relation to the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated in part that:

*There is inconsistency in the identification of the zones in this building. The FIP has identified the zones as Basement/Ground Floor/1st Floor/2nd Floor/3rd Floor. Whereas the lifts have identified them as 0/1/2/3/4.*

Pursuant to the provisions of Section 9.32 (1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), an inspection of 'the premises' on 26 June 2018 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW.

The inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.

FIRE AND RESCUE NSW  
Community Safety Directorate  
Fire Safety Compliance Unit

[firesafety@fire.nsw.gov.au](mailto:firesafety@fire.nsw.gov.au)

ABN 12 593 473 110  
1 Amarina Ave,  
Greenacre NSW 2190

Unclassified

[www.fire.nsw.gov.au](http://www.fire.nsw.gov.au)

T (02) 9742 7434  
F (02) 9742 7483

Page 1 of 3



- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32 (4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act. Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting.

## COMMENTS

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items are limited to observations of the building accessed at the time of the inspection and identifies possible deviations from the National Construction Code 2016, Volume 1 Building Code of Australia (NCC). FRNSW acknowledges that the deviations may contradict development consent approval or relate to the building's age. It is therefore council's discretion as the appropriate regulatory authority to consider the most appropriate action.

The following items were identified as concerns during the inspection:

### 1. Essential Fire Safety Measures

- 1A. External Alarm Indication— Clause 3.8 of Australian Standard AS1670.1 – 2015 requires a strobe to be visible from the main approach of “the premises” and be as near as practicable to the Designated Building Entry Point (DBEP). At the time of the inspection, a strobe could not be located external of the building.
- 1B. Zone Block Plan – Section 3.10 of the Australian Standard 1670.1-2015 requires a Zone Block Plan to be securely mounted and located adjacent to the fire detection control and indicating equipment (FDCIE). Whilst the display on the panel itself appeared to reflect the relevant locations, a Zone Block Plan would assist firefighters in their duties.
- 1C. Access – Clause 11.3 of Australian Standard 2941 requires the pumpset to be readily accessible to fire brigade personnel. At the time of inspection access to the fire hydrant pumpset was restricted due the installation of a ‘NMB’ barrel lock. Typically, a 003-lock is compatible with FRNSW requirements for access.

### 2. Compartmentation

- 2A. Penetrations – Clause C3.15 and Specification C3.15 of the NCC requires services passing through fire rated walls to be protected by an approved fire stopping system. At the time of the inspection the pump room located in the basement carpark included penetrations that appeared to lack the appropriate fire stopping system.

3. Generally

- 3A. Annual Fire Safety Statement (AFSS) – Clause 177(3)(b) of the Environmental Planning and Assessment Regulation 2000 the statement must be prominently displayed in the building, at the time of the inspection the AFSS could not be located. For ease FRNSW prefers the statement be located beside the FDCIE. An inspection and a review of council's records may be required.

FRNSW is therefore of the opinion that there are inadequate provisions for fire safety within the building.

## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address any other deficiencies identified on 'the premises' and require item no. 1 through to item no. 3 of this report be addressed appropriately.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Edren Ravino of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS17/1107 (0168) for any future correspondence in relation to this matter.

Yours faithfully

Edren Ravino  
Building Surveyor  
Fire Safety Compliance Unit

**Item No:** 5.1  
**Title:** QON - Q144/18 - Warnervale Town Centre Planning  
**Department:** Environment and Planning

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13350880

Author: Gary Hamer, Section Manager, Strategic Planning , Urban Growth Studies

Manager: Matthew Prendergast, Unit Manager, Strategic Planning

Executive: Scott Cox, Director, Environment and Planning

## **5.1 QON - Q144/18 - Warnervale Town Centre Planning**

The following question was asked by Councillor Rebecca Gale Collins at the Ordinary Meeting on 10 September 2018 :

*Can I please have an update on the Warnervale Town Centre planning?*

### **Background**

Council's vision for Warnervale Town Centre is discussed in the *Wyong Development Control Plan 2013* as "A compact, well connected, high quality urban area linked to the new North Warnervale Railway Station, encouraging use of public transport and pedestrian activity".

The proposed vision is for a Town Centre Civic Precinct that will complement the proposed railway station and will provide a range of retail, commercial, and community facilities.

The Warnervale Town Centre Masterplan as adopted included the following key components:

- A civic centre that incorporates a range of community functions
- A focus on a mix of retail commercial and residential areas (3600 residents) including cafes, restaurants and entertainment facilities on the main street
- Transport upgrades including a transport interchange including a railway station and bus interchange and commuter carpark, new roads, cycleways, footpaths and more public transport
- Employment opportunities for approximately 1,200 people in retail, commercial and bulky goods sectors
- Open space and conservations areas
- An Indoor Recreation Centre

In 2013, the former Wyong Shire Council along with Urban Growth NSW and Fabricot Pty Ltd, committed a total of \$5.8 million towards the construction of "The Entry Road" to enable development potential to the town centre site. This was constructed in 2015.

### **Current Status**

At present, there has been continued residential development activity within the immediate precinct including the construction of a 130 residential lot development that fronts Sparks Road, as well as development applications for a new land release east of the proposed town centre. Over the last 5 years to June 2018, a total number of 21 residential subdivisions have been approved with a total number of 1,249 lots within the Greater Warnervale Precinct including Hamlyn Terrace, Woongarra, Wadalba and Warnervale. There are a further ten development applications that have been assessed and will comprise of an approximate additional 637 residential lots.

Previous development consents also include the Woolworths major retail development, however as yet Woolworths have not acted upon this consent.

### **Future Planning**

*The Central Coast Regional Plan 2036* (CCRP 2036) identifies Warnervale Town Centre as a new strategic centre on the Central Coast. Action 2.11 in the CCRP 2036 specifically identifies the need for planning of a future transport interchange. A future railway station/transport interchange is critical infrastructure required for the future planning of Warnervale Town Centre and the Greater Warnervale Area.

In order to ensure that the planned Warnervale Town Centre is fully realised a strategic approach to the development of the town centre precinct is required by relevant stakeholders with State and Local Government. A review of the current status of key land parcels that form the town centre precinct and the identification of key initiatives (including but not limited to a Railway Station or transport interchange) to facilitate development required to ensure that this town centre can be realised in a manner consistent with the Warnervale Town Centre Masterplan and the expectations of residents in the area.

### **Attachments**

*Nil.*

**Item No:** 5.2  
**Title:** QON - Q159/18 - Southend Carpark Avoca Beach  
**Department:** Assets, Infrastructure and Business

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13352542

Author: Karen Tucker, Acting Unit Manager, Open Space and Recreation

Manager: Brett Sherar, Acting Senior Manager, Property and Asset Management

Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

## **5.2 QON - Q159/18 - Southend Carpark Avoca Beach**

The following question was asked by Councillor Jeff Sundstrom at the Ordinary Meeting on 10 September 2018 :

*I was made aware through social media of a situation that has upset, financially penalised and inconvenienced many beach goers at Avoca Beach this past weekend.*

*It relates to the closure of the Southend Carpark overflow during a period when that beach was particularly well attended (Burns St). The car park was closed, there were many beach goers if they came by car, choices were limited to parking illegally, parking far from the beach, overstay in timed parking and not using the beach and to go elsewhere. If the overflow was open there would have been many more vehicles suitably parked.*

*What are the policies that apply for making this parking facility available? How can we better utilise this parking area?.*

South End Park is a public recreation reserve. During the summer season period on weekends and school holidays the area is opened to allow informal overflow car parking.

The overflow parking is available in the period between the Labour Day October long weekend and the Easter public holidays to cater for the high demand of additional vehicles parked in the vicinity of the south Avoca beach access.

This is a turf covered overflow car park and Council has to carefully manage the use of the area to ensure the grass cover and surface can be maintained so that the area remains a public reserve as well as overflow parking.

### **Attachments**

*Nil.*



**Item No:** 5.3  
**Title:** QON - Q164/18 - Fish Cleaning Tables and Water Pressure  
**Department:** Assets, Infrastructure and Business

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13352565  
Author: Karen Tucker, Acting Unit Manager, Open Space and Recreation  
Manager: Brett Sherar, Acting Senior Manager, Property and Asset Management  
Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

### **5.3 QON - Q164/18 - Fish Cleaning Tables and Water Pressure**

The following question was asked by Councillor Bruce McLachlan at the Ordinary Meeting on 10 September 2019:

*People are concerned about hygiene because they can't get enough water pressure on the fish cleaning tables at Terrigal Haven and Norah Head while trying to clean fish. Could we please review the water pressure on the tables to adequately clean the fish?*

Council staff have inspected the fish cleaning tables at both the Norah Head and Terrigal sites. Slight improvement on water flow and pressure has been achieved by changing the flow to maximum pressure allowable with the type of spring loaded push button fitted. The push button system is required for water saving purposes as well as vandal proof access.

#### **Attachments**

*Nil.*

**Item No:** 5.4  
**Title:** QON - Q171/18 - Kerbside Waste  
**Department:** Assets, Infrastructure and Business

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-04 - D13346090

Author: Andrew Pearce, Acting Senior Manager, Business and Economic Development

Executive: Boris Bolgoff, Acting Director, Assets, Infrastructure and Business

#### **5.4 QON - Q171/18 - Kerbside Waste**

The following question was asked by Councillor Hogan at the Ordinary Meeting on 10 September 2018:

*Residents are continuing to raise concerns about the amount of kerbside waste still littering our streets? What strategies are we implementing to reduce waste on our streets and what alternate strategies are we investigating?*

Council staff and its waste collection contractor, Cleanaway Pty Ltd, have implemented a wide range of initiatives to reduce the occurrence of kerbside waste on the streets. This includes a range of educational programs, improved customer experience and operational practices to encourage the use of Council's bulk kerbside collection service, and increased enforcement and regulation for illegally dumped waste.

Current Council initiatives / strategies include:

- Proactive education / advertising material across several sources including newspaper, social media, radio and cinema including the Keep Your Street Neat campaign which includes directing customers to the webpage [www.1coast.com.au/keepyourstreetneat](http://www.1coast.com.au/keepyourstreetneat), extensive social media promotion, radio advertisements on 2GO and Sea FM throughout November 2018 and a 90 second film featuring over the summer holiday period at cinemas in Tuggerah, Erina and Lakehaven
- Promotion and active participation in various programs including Second Hand Saturday and Garage Sale Trail
- Provision of an on-call bulk waste collection service to provide a convenient waste collection service to residents for items too bulky to place in bins
- Installation of on-board collection truck cameras to monitor waste material
- Use of on-board technology - allow maximum flexibility to schedule and manage daily allocation of jobs
- Use of technology to monitor Council's collection contractor to ensure it continues to meet its contract performance requirements for bulk waste collections
- Dedicated Resource Recovery Officers, pro-actively inspecting waste material and engaging with residents on bulk kerbside collection waste not presented correctly

- Enforcement action by Council compliance (Ranger Services) for kerbside material not presented in accordance with requirements
  - The use of the Regional Illegal Dumping (RID) Rangers for managing roadside dumping hotspots
  - Use of Council's waste collection contractor to promptly remove illegally dumped waste from roadsides and public reserves while following up on potential prosecutions.
  - Development of a new mobile responsive website to facilitate easy access to information and make bulk kerbside collection bookings
  - Alternative bulk kerbside arrangements with Housing NSW to address hotspots

Further initiatives proposed include:

- Direct education programs to real estate agencies and Housing NSW
- A new resident education pack
- Rollout of a new regional based re-use and reduce promotion strategy
- Development of the Central Coast Waste Avoidance and Resource Recovery Strategy in 2018/2019 and future implementation of key recommendations relating to kerbside waste.

#### **Attachments**

*Nil.*

**Item No:** 5.5  
**Title:** QON - Q194/18 - Weekly report for Councillors  
**Department:** Governance

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13364230

Author: Kathy Bragg, Acting Section Manager, Governance

Manager: James Taylor, Acting Unit Manager, Governance and Business Services

Executive: Shane Sullivan, Acting Executive Manager, Governance

## **5.5 QON - Q194/18 - Weekly report for Councillors**

The following question was asked by Councillor Jilly Pilon at the Ordinary Meeting on 8 October 2018:

*Can you please advise when the weekly report including the minutes from the Mayor's meetings with the Executive Leadership Team will start to be provided to the Councillors as agreed to?*

The Mayor has commenced distributing a fortnightly update to Councillors directly that details key topics and events.

It is noted that a Mayor's Update was provided on 9 October 2018 for the period 24 September 2018 to 7 October 2018. This update included items mentioned or discussed at the Mayor's meeting with the Executive Leadership team.

## **Attachments**

*Nil.*



**Item No:** 6.1  
**Title:** Deferred Item - Notice of Motion - Abandoned Vehicle App  
**Department:** Councillor

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13373406

Author: Rebecca Gale Collins, Councillor

### **Summary**

Council, at its meetings held 29 October 2018 resolved:

*That Council defer this item to the meeting being held on 12 November 2018.*

- 1     *That Council note the deferred Notice of Motion – Abandoned Vehicle App report which is Attachment 1 to this report.***
- 2     *That Council investigate creating an App for residents to report abandoned vehicles efficiently.***

### **Attachments**

- 1   Notice of Motion - Abandoned Vehicle App     D13374785**

**Item No:** 6.3  
**Title:** Notice of Motion - Abandoned Vehicle App  
**Department:** Councillor

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29 October 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13363784

Author: Rebecca Gale Collins, Councillor

Councillor Gale Collins has given notice that at the Ordinary Council Meeting to be held on 29 October 2018 she will move the following motion:

***That Council investigate creating an App for residents to report abandoned vehicles efficiently.***

**Attachments**

*Nil.*



**Item No:** 6.2  
**Title:** Notice of Motion - Local Community Representation on the Joint Regional Planning Panel  
**Department:** Councillor

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13376156

Author: Greg Best, Councillor

Councillor Best has given notice that at the Ordinary Meeting of Council to be held on 12 November 2018 he will move the following motion:

- 1     *That Council recognises that the JRPP determines major and often, controversial, developments that would benefit from the input of local representatives.***
- 2     *That Council now request the State Government to honour their commitment to appoint suitably qualified Central Coast residents to the JRPP who can deliver outcomes that are in line with local community expectations and attitudes.***
- 3     *That Council further notes that recruitment is currently underway for membership of the JRPP and that previously the State Government, through then Minister Stokes, undertook to ensure that Central Coast resident representatives will be appointed to this important panel, in lieu of the present non-resident representation.***

#### **Attachments**

*Nil.*

**Item No:** 6.3  
**Title:** Notice of Motion - Central Coast and Hunter Sister City Partnership  
**Department:** Councillor

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13376165

Author: Greg Best, Councillor

Councillor Best has given notice that at the Ordinary Meeting of Council to be held on 12 November 2018 he will move the following motion:

- 1     *That Council notes Minister Roberts recent announcement to pool the regional resources of the Hunter and Central Coast to form the Hunter Central Coast Development Corporation (HCCDC). In an endeavour to activate the much needed economic drivers that will underpin the redevelopment of the Gosford CBD while unlocking the huge employment potential within.***
- 2     *That Council recognises the outstanding preparatory works carried out by Ms Lee Shearer and her team in paving the way in the lead up to this important announcement. Further Council welcomes the appointment of Chief Executive Office Mr Michael Cassel and his team, we look forward to working with them on this challenging project.***
- 3     *That Council request the Chief Executive Officer make enquiries of Newcastle City Council as to their willingness to join the Central Coast in what will be the regions first economic sister city.***
- 4     *Further Council notes the critical importance of community engagement particularly at this formative planning juncture. It is with this understanding that Council also recognises the outstanding efforts to date of the Gosford Erina Chamber of Commerce in progressing this initiative and Council also looks forward to working collaboratively with key stake holders including our Chambers.***

#### **Attachments**

- 1   Hunter & Central Coast Development Corporation Letter     D13377179**



**Hunter & Central Coast  
Development  
Corporation**

Michael Cassel  
Chief Executive  
Hunter & Central Coast  
Development Corporation

11 October 2018

**A new era for the Hunter Development Corporation and the  
Central Coast Regional Development Corporation**

I am writing to inform you of important changes that affect the Hunter Development Corporation (HDC) and the Central Coast Regional Development Corporation (CCRDC).

The Minister for Planning, Anthony Roberts MP, yesterday announced the coming together of HDC and CCRDC to create the Hunter and Central Coast Development Corporation (HCCDC).

This is an exciting change that builds capacity and resourcing for major Government initiatives across the Hunter and Central Coast regions.

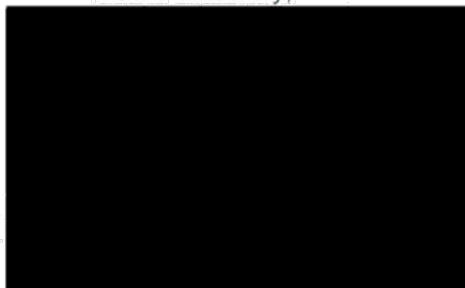
This change is in line with the NSW Government's vision for the two regions and I look forward to collaborating with stakeholders as we continue the revitalisation of Newcastle, and step in to help with the revitalisation of Gosford.

I will continue as the Chief Executive of the merged entity, which will be operational from 1 November.

The two offices will continue to operate, with the head office located in Honeysuckle and the Central Coast office located at Mt Penang Parklands in Kariong.

Further information about the organisation and our projects can be found on the HCCDC website. You can also contact the HCCDC office on 4904 2750 or 4340 1002 or email the team at [info@hccdc.nsw.gov.au](mailto:info@hccdc.nsw.gov.au) if you require any further information.

Yours sincerely,



Newcastle Office:  
Suite B, Level 5/26 Honeysuckle Drive, Newcastle NSW 2300  
PO Box 813, Newcastle NSW 2300  
T 02 4904 2750 | F 02 4904 2751 | E [info@hccdc.nsw.gov.au](mailto:info@hccdc.nsw.gov.au)  
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Central Coast Office:  
Building 22, Carinya Street, Mt Penang Parklands, Kariong NSW 2250  
PO Box 7120, Kariong NSW 2250  
T 02 4340 1002 | E [info@hccdc.nsw.gov.au](mailto:info@hccdc.nsw.gov.au)



**Item No:** 6.4  
**Title:** Notice of Motion - Let's revisit Winney Bay  
**Department:** Councillor

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13376350

Author: Jeff Sundstrom, Councillor

Councillor Sundstrom has given notice that at the Ordinary Council Meeting to be held on 12 November 2018 he will move the following motion:

- 1 That Council acknowledges the considerable division within the community that has been caused by certain aspects of Stages 1 & 2 of the Winney Bay Walk project. This is clearly indicated by the 650+ signatures gathered to date on the petition received by council on 22 October 2018. Concerns regarding overdevelopment, impact on native flora and fauna, and a perceived failure to properly meet community expectations in good faith consultation continue to be aired in local media.***
- 2 That given the of the results of recent public consultation are on the way, that no contracts for works be signed with any entity until after all relevant reports are received and matters arising from the consultation are addressed.***
- 3 In the interim that Council continue to undertake, in good faith, negotiations with the impacted community, (namely Copacabana) to arrive at a consensus based project that meets the goals of the funding body (State Government) as well as that of the people who live in and have custodianship of the headland in question.***
- 4 That Council contact the funding body to seek clarification regarding how changes (design, features, type of construction, route of the pathway etc) to the current proposal might affect the current funding offer.***

#### **Councillors Note**

One of the main aspects of the Five Lands Walk is the attempt it makes to bring people together.

Sadly the situation with what has gone on this year on the Winney Bay project has done more to divide the community of Copacabana than anything I've seen happen in my more than 35 years of living in Copacabana or in the vicinity of Copacabana.

It really is time to get back to the essence of the Five Lands Walk. To go forward without addressing the issues would be a real shame.

Refer to petition presented through exhibition process and separately on 22 October 2018.

**Staff Note**

The draft funding agreement for the Stage 2 Winney Bay Cliff Top Walk provides for 100% funding of the project via the State Government Grant under the Regional Growth and Tourism Fund.

The grant is for \$4.615M. Council has signed the draft funding agreement and is awaiting consideration and return of the signed agreement from the NSW Government.

In a further update on yesterday's advice, an Aboriginal Archaeological and Heritage Assessment of the site is currently underway. The consultant undertaking this assessment is Biosis and as part of their brief they have been required to engage with numerous key aboriginal stakeholders including Darkinjung LALC, Guringai Tribal Link Corporation, OEH, and others.

**Attachments**

*Nil.*

**Item No:** 6.5

**Title:** Notice of Motion - Motion Commemorating the Centenary of Armistice and Cessation of Hostilities of the First World War

**Department:** Councillor



12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13376625

Author: Kyle MacGregor, Councillor

Councillor MacGregor has given notice that at the Ordinary Council Meeting to be held on 12 November 2018 he will move the following motion:

- 1 Central Coast Council note that 11/11/2018 marks the centenary of the 11/11/1918 armistice and the cessation of 'The Great War '.**
- 2 Central Coast Council recognise the immense cost to human life from this conflict with over forty million casualties across the globe on all sides. The impact on global society with intergenerational unrest, later conflicts, the Armenian genocide, the post traumatic stress and psychological trauma of returning servicemen and the spread of the Spanish Flu. The destruction of the built and natural environments with entire battlefields and regions uninhabitable over one hundred years later still affected by unexploded ordinance and poison from munitions, toxic gas and chemicals.**
- 3 Central Coast Council acknowledge that seldom has a single historical event left such an indelible mark on later societies and created such trauma and destruction to all parties involved in this horrific global war. A war of near unparalleled significance over the course of human history.**
- 4 Central Coast Council recognise the essential contribution of Australian servicemen and women to the war effort and Australian post war society. Australians served in numerous theatres including but not limited to the South Pacific (Cocos Islands, New Guinea, Samoa, Indian Ocean), the Middle East (Egypt, Palestine, the Dardanelles, Syria and Jordan), the Western Front (the Somme, Bullecourt, Messines, Ypres, Arras, Villers Bretonneux, Hamel, Amiens and Saint Quentin) and other lesser known theatres (Mesopotamia, Arkhangelsk, the Caucasus and Salonika).**
- 5 Central Coast Council recognise the essential and remarkable individual contributions of Australians to the war effort including but not limited to General Sir John Monash, General Sir William Birdwood, Billy Sing DCM, Albert Jacka VC, John (Jack) Simpson Kirkpatrick and the last surviving ANZAC Alec William Campbell.**

- 6 *Central Coast Council observe a minutes silence for all residents of the Central Coast who served, whose comrades were killed or injured during the conflict and whose families and friends were impacted by the human tragedy that was 'The Great War' at the conclusion of debate on this motion.*
- 7 *That Central Coast Council condemn the human tragedy of war and express regret that the 'war to end all wars' led to a second even more destructive global war just two decades later. Council notes that the ideologies and activities that instigated and directly caused that war are being exhibited currently in both global and domestic politics currently and that we condemn the jingoism, bellicosity and ignorance that leads to armed conflict and maintain a commitment to a peaceful, safe, secure and prosperous existence both for the people of the Central Coast and our Australian nation.*

**Attachments**

*Nil.*

**Item No:** 6.6  
**Title:** Notice of Motion - Legal Advice regarding  
Warnervale Airport Restrictions  
**Department:** Councillor

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12 November 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13376632

Author: Louise Greenaway, Councillor

Councillor Greenaway has given notice that at the Ordinary Council Meeting to be held on 12 November 2018 she will move the following motion:

- 1     *That Council requests the CEO to obtain legal advice to clarify:***
  - a)     statements that Council's position is that "certain provisions of the Warnervale Airport Restrictions Act 1996 do not apply" with such advice to specifically refer to resolution 756/17 and advise whether "Council's position" is consistent with this resolution***
  - b)     statements that the proposed development of Stages 1 – 5 of the CCAH proposal do not trigger/ invoke/ offend/ breach/activate the Warnervale Airport Restrictions Act 1996.***
- 2     *That Council requests that the legal advice, in general terms at least, be made available to the public;***
- 3     *That Council requests the CEO to arrange for a briefing for councillors on the legal advice received and how it applies to Council.***

#### **Attachments**

*Nil.*