



Central Coast Council

## **Ordinary Council Meeting**

### **Enclosures**

**Monday, 28 October 2019**

**Central Coast Council**  
Enclosures to the  
**Ordinary Council Meeting**  
to be held in the Council Chamber,  
Level 1, 49 Mann Street, Gosford  
on Monday, 28 October 2019  
commencing at 6.30pm

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**Noise Impact Assessment  
F45 Fitness Studio  
37 / 2-6 Warrigal Street  
The Entrance NSW**

**May 2019**

**Prepared for Mr Luke Greenwood  
Report No. 19-2316-R1**

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**Building Acoustics-Council/EPA Submissions - Modelling - Compliance - Certification**

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## 1 INTRODUCTION

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Reverb Acoustics has been commissioned to conduct a noise impact assessment for an F45 Fitness Studio at 37/2-6 Warrigal Street, The Entrance. This assessment considers music, dropping weights, trainer instruction. No additional mechanical plant is proposed as part of the proposal, therefore mechanical plant impacts have not been considered further.

The assessment was requested by Mr Luke Greenwood in support of and to accompany a Development Application to Central Coast Council (CCC) and to ensure any additional noise control measures are incorporated, where required.

## 2 TECHNICAL REFERENCE / DOCUMENTS

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NSW Environment Protection Authority (2017). *Noise Policy for Industry*

NSW Environment Protection Authority (1999). *Environmental Criteria for Road Traffic Noise*

NSW Roads and Traffic Authority (2001). *Environmental Noise Management Manual*

Office of Environment and Heritage (2011). *NSW Road Noise Policy*.

NSW Environment Protection Authority (1994). *Environmental Noise Control Manual*

Department of Environment and Climate Change NSW (2010). *Noise Guide for Local Government*.

Liquor Administration Board "*Noise Control Guidelines*"

Van den Berg G.P. and Passchier-Vermeer W. (1999). *Assessment of low frequency noise complaints, Proc, Internoise 99*.

W.J. Davies, P. Hepworth, A. Moorhouse, R. Oldfield (2005). *Noise from Pubs and Clubs, Ph 1*.

A. Moorhouse, D. Waddington, M. Adams (2005). *Proposed criteria for the assessment of low frequency noise disturbance*.

Rodney Stevens Acoustics Pty Ltd (1 August 2016). *Noise Assessment Report. Proposed Gymnasium. 37/2-6 Warrigal Street, The Entrance, NSW*.

Central Coast Council (7 September 2016). *Application to Modify Development Consent. Notice of Determination. (Development Application Number: DA/569/2016/A)*

A Glossary of commonly used acoustical terms is presented in Appendix A to aid the reader in understanding the Report.

### COMMERCIAL IN CONFIDENCE

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### 3 PROJECT DESCRIPTION

An F45 Fitness Studio occupies Shop 37 2-6 Warrigal Street, The Entrance. Noise sources of concern include music, dropping weights, and trainer instruction. Approved operating hours are 6am-7pm Monday to Friday, 7am-12pm on Saturday, and closed on Sunday.

This assessment will focus on the noise impact at nearest receivers and it should be acknowledged that compliance with criteria at nearest receivers will ensure satisfactory results at more remote locations.

Nearest receivers identified during our site visits are shown on Figure 1:

Figure 1: Site Plan



### 4 EXISTING ACOUSTIC ENVIRONMENT

A background noise level survey was conducted using a Class 1, Svan 977 environmental noise logging monitor, installed on the west side of Taylor Street, approximately 30 metres from the Warrigal Street intersection. The selected location is representative of the acoustic environment in the receiver area and is considered an acceptable location for determination of the background noise in accordance with Appendix B of the NSW Environment Protection Authority's (EPA's) – Noise Policy for Industry (NPI).

Noise levels were continuously monitored from 1 April to 7 April 2019, to determine the existing background and ambient noise levels for the area. The instrument was programmed to accumulate environmental noise data continuously and store results in internal memory. The data were then analysed to determine 15 minute Leq and statistical noise levels using dedicated software supplied with the instrument.

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The instrument was calibrated with a Brüel and Kjaer 4230 sound level calibrator producing 94dB at 1kHz before and after the monitoring period, as part of the instrument's programming and downloading procedure, and showed an error less than 0.5dB.

Table 1 shows a summary of our noise survey, including the Assessment Background Levels (ABL's), for the day, evening and night periods. From these ABL's the Rating Background Level (RBL) has been calculated, according to the procedures described in the EPA's NPI and by following the procedures and guidelines detailed in Australian Standard AS1055-1997, "Acoustics - Description and Measurement of Environmental Noise, Part 1 General Procedures". A complete set of logger results is not shown, but available on request. Measured road traffic noise levels at the site are shown in Table 2.

**Table 1: Summary of Noise Logger Results, dB(A)**

Time Period	Background L90			Ambient Leq		
	Day 7am-6pm	Evening 6pm-10pm	Night 10pm-7am	Day 7am-6pm	Evening 6pm-10pm	Night 10pm-7am
15-16 Dec	47.9	49.0	38.4	53.6	54.9	49.1
16-17 Dec	49.6	47.9	39.5	55.2	53.9	48.3
17-18 Dec	45.6	46.5	38.0	51.8	52.6	49.8
18-19 Dec	47.6	46.2	37.6	54.2	53.3	48.9
19-20 Dec	47.4	46.8	40.0	52.4	51.9	48.7
20-21 Dec	46.1	46.0	39.2	52.2	51.7	48.2
21-22 Dec	44.8	44.9	39.0	51.2	51.6	47.9
<b>RBL</b>	<b>47.4</b>	<b>46.5</b>	<b>39.0</b>	--	--	--
<b>LAeq</b>	--	--	--	<b>53.2</b>	<b>53.0</b>	<b>48.7</b>

Site, weather and measuring conditions were all satisfactory during our noise surveys. We therefore see no serious reason to modify the results because of influencing factors related to the site, weather or our measuring techniques. A summary of the measured noise environment at the site appears in Table 2, taken from our logger results. The measured noise levels are typical for residential areas near a busy road.

**Table 2: Existing Source Noise levels**

Time Period	Leq		Lmax		L10		L90	
	Range	Average	Range	Average	Range	Average	Range	Average
Day	49-61	53	57-82	66	52-65	55	43-55	48
Evening	50-66	53	58-83	66	52-70	55	45-56	48
Night	41-64	48	52-77	62	43-69	51	37-55	42

## 5 CRITERIA

### 5.1 Nearby Receivers

Noise from industrial noise sources scheduled under the Protection of Environment Operations Act is assessed using the NSW Environment Protection Authority's (EPA's) Noise Policy for Industry (NPI). However, local Councils and Government Departments may also apply the criteria for land use planning, compliance and complaints management. The NPI specifies two separate criteria designed to ensure existing and future developments meet environmental noise objectives. The first limits intrusive noise to 5dB(A) above the background noise level and the other is based on the total industrial noise in an area in relation to the noise levels from the development to be assessed. Project Noise Trigger Levels are established for new developments by applying both criteria to the situation and adopting the more stringent of the two.

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The existing L(A)eq for the receiver areas is dominated by traffic on nearby roads, and commercial activity during the day, evening and night. Reference to Table 2.2 of the NPI shows that all receiver areas are classified as urban. The Project Amenity Level is derived by subtracting 5dB(A) from the recommended amenity level shown in Table 2.2. A further +3dB(A) adjustment is required to standardise the time periods to LAeq,15 minute. The adjustments are carried out as follows:

Recommended Amenity Noise Level (Table 2.2) – 5dB(A) +3dB(A)

Table 3 below specifies the applicable project intrusiveness and amenity noise trigger levels for the proposed redevelopment.

**Table 3: - Intrusiveness and Amenity Noise levels**

Period	Intrusiveness Criteria	Amenity Criteria
Day	52 (47+5)	58 (60-5+3)
Evening	51 (46+5)	48 (50-5+3)
Night	44 (39+5)	43 (45-5+3)
Shoulder (6am-7am)	47 (42+5)	43 (45-5+3)

**Receiver Type: Urban (See EPA's NPI - Table 2.1)**

1. Shoulder Period: the lowest 10<sup>th</sup> percentile of LAF90,15min dB measurements for the equivalent of one week's worth of valid data taken over the shoulder period (that is, all days included in a single data set of shoulder periods (see Section A3 of the EPA's NPI).

Project Noise Trigger Levels, determined as the more stringent of the intrusiveness criteria and the amenity / high traffic criteria, are as follows:

Day **48dB LAeq,15 Minute** 7am to 6pm Mon to Sat or 8am to 6pm Sun and Pub Hol.  
Evening **46dB LAeq,15 Minute** 6pm to 10pm  
Night **43dB LAeq,15 Minute** 10pm to 7am Mon to Sat or 10pm to 8am Sun and Pub Hol.  
Shoulder **43dB LAeq,15 Minute** 6am to 7am.

## 5.2 Adjoining Apartments

The design criteria are set according to the use of adjoining rooms and the likely sources of noise within them. Published sound insulation performance in terms of Rw/STC ratings relate to partitions tested in ideal laboratory conditions or opinions based on such measurements. We therefore recommend selecting partitions with a laboratory Rw rating 3-4dB higher than required, to compensate for loss of performance through installation on-site.

There are differing classes of speech privacy which depend on speech level, absorption and background noise level in the adjoining room, and the sound insulation of the common partitions. The background noise level is typically generated by air-flow over grilles or diffusers in offices and by conversation and general people movements in corridors and reception areas.

Criteria for the assessment of quasi-steady-state noise sources, are sourced from AS/NZS 2107-2016 "Acoustics-Recommended Design Sound Levels and Reverberation Times for Building Interiors" and are detailed below.

Room Type	dB(A)
<b>RESIDENTIAL BUILDINGS</b>	
<i>Houses &amp; apartments in inner city areas or entertainment districts or near major roads-</i>	
Living areas	35 – 45
Sleeping areas (night time)	35 – 40

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The aim of this assessment is to ensure that the allowable noise levels shown above are not (theoretically) exceeded within any habitable room of apartments above the F45 Fitness Studio.

The transmission of noise within a building can occur in two ways, namely, air-borne noise and structure-borne noise. Air-borne sounds can be considerably attenuated by intervening enclosures i.e. walls, floors, ceilings, screens, etc. Control of structure-borne noise is more difficult as it causes vibration of the building structure and is readily transmitted to adjoining areas with little attenuation. Therefore, structure-borne noise needs to be suppressed at the source by provision of isolation mountings and hangers, anti-vibration pads, resilient flooring, etc.

Just as the terms air-borne and structure-borne define the origin of sound, so direct or indirect defines the method of transmission of noise to the receiving room. The direct sound, whether air-borne or structure-borne, is that which impinges directly on the surface of the intervening partition between the source and receiver and is radiated from the source directly to the receiver. Indirect or flanking sound is that component of the source which reaches the receiving room by way of open or inadequate windows, doors, ceiling plenums or ventilation ducts. Increasing the Weighted Sound Reduction Index (Rw) of the dividing partition will have little effect if the acoustic energy of the indirect field dominates. The weaker insulating path is always the critical one.

The main transmission path considered in the assessment is the common floor/ceiling system between adjoining tenancies and flanking noise thru shop-front glazing.

### 5.3 Background (Incidental) Music

Repetitive low frequency drum and base noise, that is a feature of all live and recorded music, may be a source of offensive noise for neighbouring residents and simply applying the EPA criteria will underestimate its intrusive nature. We have therefore applied the Liquor Administration Board's (LAB's) Standard Noise Conditions for the assessment of background music, and modified to suit the situation, as shown below:

*"The LA10 noise level emitted from the licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5Hz - 8kHz inclusive) by more than 5dB between 07:00 am and 12:00 midnight at the boundary of any affected residence.*

*The LA10 noise level emitted from the licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5Hz - 8kHz inclusive) between 12:00 midnight and 07:00 am at the boundary of any affected residence.*

*Notwithstanding compliance with the above, the noise from the licensed premises shall not be audible within any habitable room in any residential premises between the hours of 12:00 midnight and 07:00 am".*

To ensure the requirements of the LAB (and therefore Council) are satisfied, we have adopted a planning level equal to the prevailing background noise level in the adjacent residential area, during the most stringent early morning period from 6am to 7am of **42dB(A),L10**. This equates to planning noise level targets.

**Table 4: Background Music Planning Level, L(A)10**

Octave Band Centre Frequency, Hz									
dB(A)	31.5	63	125	250	500	1k	2k	4k	8k
<b>42</b>	24	27	30	32	36	37	31	29	23

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## 6 METHODOLOGY

### 6.1 Site Noise

Reverb Acoustics conducted measurements of typical morning classes on two (2) separate occasions. The main sources identified were the instructor's voice, client voices and footfall noise. Dropping of weights was not audible during our visits, however, to assess a worst-case situation we have assumed a full-class during a cardio-session using weights. It should be acknowledged that it is usual practice to place a second layer of gym matting in areas where dumbbells or kettlebells are used.

The sound power level of each activity was determined according to the procedures described in AS2102 or AS1217 as appropriate, and theoretically propagated at to nearby receivers. Propagation calculations were carried out using the following equation. Where noise impacts above the criteria are identified, suitable noise control measures are implemented and reassessed to demonstrate satisfactory received noise levels in the residential area.

Equation 1:

$$L_{eq,T} = L_w - 10 \log(2\pi r^2) + 10 \log \frac{(D \times N)}{T}$$

Where  $L_w$  is sound power level of source (dB(A))       $N$  is number of events  
 $R$  distance to receiver (m)       $T$  is total assessment period (sec)  
 $D$  is duration of noise for each event (sec)

### 6.2 Background (Incidental) Music

An in-house amplification system is used with speakers located in each corner of the main gym area. Measurements revealed that output from speakers has been set at **75dB(A) at a distance of 1m** from each speaker. Using noise data for the above situation and the known criteria in the residential area enabled calculation of the required transmission loss of each building element. Inspection of the premises has revealed that glazing, the entry door and the roof/ceiling system are the main noise leakage paths. The SPL dB(A) at a distance of 1m is shown in Table 5.

Table 5: SPL Background Music at 3m dB(A),L10

Octave Band Centre Frequency, Hz									
dB(A)	31.5	63	125	250	500	1k	2k	4k	8k
75	28	43	55	65	70	71	66	65	50

From consideration of the known dimensions and orientation of each building component the sound pressure level immediately outside was propagated to nearest residences using an equation<sup>1</sup> giving the sound field due to an incoherent plane radiator.

<sup>1</sup> Equation (5.104), DA Bies and CH Hansen, *Engineering Noise Control*, E & FN Spon, 1996.



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## 7 ANALYSIS AND DISCUSSION

### 7.1 Incidental Music

Background (incidental) music is played during fitness classes to create a more appealing atmosphere for clients and staff. The most significant noise paths are the glazing and entry doors fronting Warrigal Street. The following Table shows sample calculations to predict noise from incidental music, propagated through the front facade to nearest receivers directly opposite the studio across Warrigal Street and apartments directly above.

**Table 6: Calculated SPL Incidental Music – Thru Warrigal Street Facade  
Propagated South to Residential Facades dB(A),L10**

Item	dB(A)	Octave Band Centre Frequency, Hz								
		31.5	63	125	250	500	1k	2k	4k	8k
SPL at facade <sup>1</sup>	75	28	43	55	65	70	71	66	65	50
TL glazing/doors <sup>2</sup>		-4	-8	-14	-18	-21	-24	-28	-26	-32
Area Gain		+11	+11	+11	+11	+11	+11	+11	+11	+11
<b>SPL at rec</b>	<b>30</b>	<b>1</b>	<b>12</b>	<b>18</b>	<b>24</b>	<b>26</b>	<b>24</b>	<b>15</b>	<b>16</b>	<b>-5</b>
<b>Criteria</b>	<b>42</b>	<b>24</b>	<b>27</b>	<b>30</b>	<b>32</b>	<b>36</b>	<b>37</b>	<b>31</b>	<b>29</b>	<b>23</b>
<b>Impact</b>	<b>-12</b>	<b>-23</b>	<b>-15</b>	<b>-12</b>	<b>-8</b>	<b>-10</b>	<b>-13</b>	<b>-16</b>	<b>-13</b>	<b>-28</b>

1. Background music. 2. 5mm clear float glass.

**Table 7: Calculated SPL Incidental Music – Thru Warrigal Street Facade  
Propagated Within Residential Apartments Above Studio dB(A),L10**

Item	dB(A)	Octave Band Centre Frequency, Hz								
		31.5	63	125	250	500	1k	2k	4k	8k
SPL at facade <sup>1</sup>	75	28	43	55	65	70	71	66	65	50
TL glazing/doors <sup>2</sup>		-4	-8	-14	-18	-21	-24	-28	-26	-32
Area Gain		+11	+11	+11	+11	+11	+11	+11	+11	+11
Barrier loss <sup>3</sup>		6	8	9	12	14	17	20	23	24
<b>SPL at rec</b>	<b>31</b>	<b>9</b>	<b>18</b>	<b>23</b>	<b>26</b>	<b>26</b>	<b>21</b>	<b>9</b>	<b>7</b>	<b>-15</b>
<b>Criteria</b>	<b>42</b>	<b>24</b>	<b>27</b>	<b>30</b>	<b>32</b>	<b>36</b>	<b>37</b>	<b>31</b>	<b>29</b>	<b>23</b>
<b>Impact</b>	<b>-11</b>	<b>-15</b>	<b>-9</b>	<b>-7</b>	<b>-6</b>	<b>-10</b>	<b>-16</b>	<b>-22</b>	<b>-22</b>	<b>-38</b>

1. Background music. 2. 4-5mm clear float glass. 3. Intervening awning.

Theoretical results in the above Table show that noise emissions from incidental music will be compliant with the overall LAB (and therefore Council) criteria at the nearest residences to the south across Warrigal Street and also within apartments directly above the studio.

The LAB criteria also requires that music to be inaudible within any habitable room in any residential premises between the hours of 12:00 midnight and 07:00 am. The IOA (i.e. European equivalent of the Australian Acoustic Society and the Acoustic Society of America) gives the following definition, "Noise is considered to be inaudible when it is at a sufficiently low level that it is not recognisable as emanating from the source in question and it does not alter the perception of the ambient noise environment that would prevail in the absence of the source in question". The IOA further suggests that entertainment noise will be inaudible within a residence when the L10 (entertainment noise level) does not exceed L90 (background noise level) in any 1/3 octave band between 40Hz and 160Hz. Reference to the above Tables reveals that incidental music is predicted to be more than 6dB(A) below the prevailing background noise level at 31.5Hz-8KHz, implying that music will be inaudible.

Attended measurements at the boundaries of residences directly opposite the site during a typical class with music accompaniment has confirmed that noise emanating from the studio was inaudible, validating our theoretical calculations. Compliance with the criteria is dependent on the specified limit being set and maintained for music output. Use of incidental music is considered acceptable, subject to the noise control recommendations detailed in Section 8.

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## 7.2 Training Activities (Dropping Weights/Clients/Instructor)

Impacts from weights and training equipment on the floor, together with trainers instructing clients (raised speech) has the potential to create unacceptable noise levels at nearest receivers. The following Tables show calculations to predict the combined noise impact, from these activities at nearest receivers directly opposite the studio across Warrigal Street and apartments directly above.

**Table 8: Calculated SPL Studio Activities – Thru Warrigal Street Facade Propagated South to Residential Facades dB(A),Leq**

Item	dB(A)	Octave Band Centre Frequency, Hz								
		31.5	63	125	250	500	1k	2k	4k	8k
Lw activities <sup>1</sup>	82	46	54	66	78	75	75	70	62	36
TL glazing/doors <sup>2</sup>		-4	-8	-14	-18	-21	-24	-28	-26	-32
Area Gain		+11	+11	+11	+11	+11	+11	+11	+11	+11
<b>SPL at rec</b>	<b>34</b>	<b>14</b>	<b>18</b>	<b>24</b>	<b>32</b>	<b>26</b>	<b>23</b>	<b>14</b>	<b>8</b>	<b>-24</b>
<b>Crit (5am-7am)</b>	<b>43</b>									
<b>Impact</b>	<b>0</b>									

1. Class activities. 2. 5mm clear float glass.

**Table 9: Calculated SPL Studio Activities – Thru Warrigal Street Facade Propagated Within Residential Apartments Above Studio dB(A),Leq**

Item	dB(A)	Octave Band Centre Frequency, Hz								
		31.5	63	125	250	500	1k	2k	4k	8k
SPL at facade <sup>1</sup>	82	46	54	66	78	75	75	70	62	36
TL glazing/doors <sup>2</sup>		-4	-8	-14	-18	-21	-24	-28	-26	-32
Area Gain		+11	+11	+11	+11	+11	+11	+11	+11	+11
Barrier loss <sup>3</sup>		6	8	9	12	14	17	20	23	24
<b>SPL at rec</b>	<b>34</b>	<b>20</b>	<b>22</b>	<b>27</b>	<b>32</b>	<b>24</b>	<b>18</b>	<b>6</b>	<b>-3</b>	<b>-36</b>
<b>Crit (5am-7am)</b>	<b>43</b>									
<b>Impact</b>	<b>0</b>									

1. Class activities. 2. 5mm clear float glass. 3. Intervening awning.

As can be seen by the above results, noise from class activities (clients, dropping weights, etc) and trainer instruction is predicted to be compliant with the criteria at nearest residential boundaries. See Section 8 for acoustic strategies to ensure ongoing compliance.

## 7.3 Cumulative Noise Impact

The cumulative noise impact from all activities associated with the site must be considered to confirm compliance. Peak periods during the early morning are considered the time periods of most concern. The acoustic sum of all noise generating items expected to operate at the site, propagated to nearest residential receivers, is shown in the following Table.

**Table 7: Cumulative Noise Impact - Propagated to Nearest Receivers (Peak Periods)**

Receiver/Item	Bgd Music	Gym Activities	Sum
Res's S across rd	30	34	<b>35</b>
Apartments above	31	34	<b>36</b>

*Criteria: Day=48dB(A),Leq, Evening=46dB(A),Leq, Night=43dB(A),Leq Shoulder (6am-7am)=43dB(A),Leq*

As can be seen by the above results, the cumulative noise impact from activities associated with operation of the development will be compliant with the criteria at all nearby receivers during all assessed time periods, subject to recommendations detailed in Section 8 being implemented.

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## 7.4 Noise/Vibration Transmission to Adjoining Tenancies

Section 5.2 specified an average maximum noise level within apartments of 35dB(A), implying that the floor/ceiling system must attenuate at least 47dB(A) at 250-500Hz to provide an acceptable noise environment in adjoining consulting suites. To put results into context, an impact of 47 implies that the partition must be capable of attenuating 47dB (i.e. 82dB(A) – 35 = 47).

Inspection of the premises during our site visit reveals that the floor/ceiling system is at least 150mm reinforced concrete with a suspended ceiling below. To calculate the  $R_w$  (airborne) rating of the partition wall noted above, we used Marshall Day's Insul Predictive Program (used by over many acoustic consultancies worldwide and has proved a reliable tool for accurately predicting the acoustic performance of complex building systems). The Insul program has predicted that the partition wall will attenuate more than 50dB(A) at speech frequency range (250-500Hz) and more than 35dB(A) at lower frequencies. Noise levels from activities associated with the fitness centre are therefore predicted to be acceptable in adjoining consultancy rooms.

Structure-borne noise transmission also has the potential to be audible within apartments above when weights are dropped on the floor. Reference to the Rodney Stevens acoustic report confirms that 35mm impact matting was recommended for the free weights and dumbbell/kettlebell sections of the studio. Inspection of the studio during our site visits revealed that the entire active floor area is covered with hard wearing 12mm compressed rubber. As a further precaution, additional sections of the 12mm rubber matting is laid on top of the flooring in areas where dumbbells and kettlebells are used. This flooring is compressed and in our experience relatively ineffective at reducing structure-borne noise transmission from impacts. We therefore recommend the following:

- Retain existing 12mm compressed flooring to entire active studio area.
- Store 40-50mm thick gymnastic mats (say 2400mm x 1200mm dimensions) in an easily accessible location to be used as an overlay when using dumbbells and kettlebells.
- Details of selected mats are to be forwarded to the acoustic consultant for approval prior to purchase.

See Section 8 for floor covering recommendations to ensure structure-borne noise transmission (i.e. from dropping of weights) does not become an issue.

As previously stated, attended measurements at the boundaries of residences directly opposite the site during a typical class has confirmed that noise emanating from the studio was inaudible, and therefore compliant with the criteria.

REVERB ACOUSTICS

May 2019  
Document Ref: 19-2316-R1

*Commercial in Confidence*



Mr Luke Greenwood  
Noise Impact Assessment – F45 Fitness Studio  
37/2-6 Warrigal Street, The Entrance

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## 8 NOISE CONTROL RECOMMENDATIONS

8.1 Approved current operating hours are acceptable, as shown below:

6am-7pm Monday to Friday  
7am-12pm on Saturday  
Closed on Sunday.

8.2 Background (incidental) music is permitted. Output must be limited to 75dB(A) at a distance of 1m from each speaker. This level has already been calibrated to corresponding settings on the sound system controls.

8.3 The existing 12mm compressed rubber matting is to be retained in the active floor area of the studio.

8.4 The following strategies are to be implemented to eliminate audible structure-borne noise transmission to apartments above:

- Retain existing 12mm compressed flooring to entire active studio area.
- Store 40-50mm thick gymnastic mats (say 2400mm x 1200mm dimensions) in an easily accessible location to be used as an overlay when using dumbbells and kettlebells.
- Details of selected mats are to be forwarded to the acoustic consultant for approval prior to purchase.

Comparable systems may be used subject to review by Reverb Acoustics.

*Figure 2: Examples of Typical Additional Matting Overlay.*



8.5 The main entry door must be closed at all times during classes. The automatic door closer must be maintained in good working order.

Mr Luke Greenwood  
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## 9 CONCLUSION

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A noise impact assessment for a fitness studio at 37/2-6 Warrigal Street, The Entrance, has been completed, resulting in noise control recommendations summarised in Section 8 of this Report. The site is suitable for the intended purpose providing recommendations outlined in this report are incorporated into the design. With these or equivalent measures in place, noise from the site will be either within the criteria or generally below the existing background noise level in the area for the majority of the time.

Considering the relatively constant traffic on nearby roads and nearby commercial activity, noise generated by the site may be audible at times but not intrusive at any nearby receiver. As the character and amplitude of activities associated with the site will be similar to those already impacting the area, it will be less intrusive than an unfamiliar introduced source and should be acceptable, considering the economic and social benefit to the local community as a whole.

Providing the recommendations presented in this report are implemented, operation of the fitness studio will not have any long term adverse impact upon the acoustical amenity of nearby residents. We therefore see no acoustic reason why the proposal should be denied.

**STEVE BRADY M.A.S.A. A.A.A.S.**  
*Principal Consultant*

REVERB ACOUSTICS

May 2019  
Document Ref: 19-2316-R1

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Mr Luke Greenwood  
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# **APPENDIX A**

## **Definition of Acoustic Terms**

Mr Luke Greenwood  
 Noise Impact Assessment – F45 Fitness Studio  
 37/2-6 Warrigal Street, The Entrance

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### Definition of Acoustic Terms

Term	Definition
dB(A)	A unit of measurement in decibels (A), of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") so as to more closely approximate the frequency response of the human ear.
ABL	<i>Assessment Background Level</i> – A single figure representing each individual assessment period (day, evening, night). Determined as the L90 of the L90's for each separate period.
RBL	<i>Rating Background Level</i> – The overall single figure background level for each assessment period (day, evening, night) over the entire monitoring period.
Leq	Equivalent Continuous Noise Level - which, lasting for as long as a given noise event has the same amount of acoustic energy as the given event.
L90	The noise level which is equalled or exceeded for 90% of the measurement period. An indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).
L10	The noise level which is equalled or exceeded for 10% of the measurement period. L <sub>10</sub> is an indicator of the mean maximum noise level, and was previously used in Australia as the descriptor for intrusive noise (usually in dBA).

REVERB ACOUSTICS

May 2019  
 Document Ref: 19-2316-R1

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**Item No:** 3.1  
**Title:** DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces  
**Department:** Environment and Planning

10 December 2018 Ordinary Council Meeting

Trim Reference: F2018/00020-05 - D13393176

Author: Antonia Stuart, Senior Development Planner

Manager: Jamie Loader, Unit Manager, Development Assessment

Executive: Scott Cox, Director, Environment and Planning

### Summary

An application has been received for a shop top housing development comprising of two shops and twelve residential units and car parking on Lot: 19 DP: 7861, Lot: 20 DP: 7861, No.'s 5 -7 Church Street, Terrigal. The development application is required to be reported to Council in accordance with Council's adopted *Policy for Determining Development Applications Subject to Significant Public Objections* as 63 submissions were received at Council associated with the amended proposal.

The application has been examined having regard to the matters for consideration detailed in Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and other statutory requirements with the issues requiring attention and consideration being addressed in the report.

<b>Applicant</b>	Angolet Pty Ltd
<b>Owner</b>	GMDA Pty Ltd & A J & N Baladi
<b>Application No</b>	52083/2017
<b>Description of Land</b>	Lot 19 DP 7861, Lot 20 DP 7861, 5 Church Street Terrigal, 7 Church Street Terrigal
<b>Proposed Development</b>	Shop Top Housing - Comprising of Two Shops, Twelve Residential Units and Car Parking
<b>Site Area</b>	942m <sup>2</sup>
<b>Zoning</b>	B2 Local Centre
<b>Existing Use</b>	Carpark
<b>Employment Generation</b>	Yes
<b>Estimated Value</b>	\$10,770,653.00

### Recommendation

- 1 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.



**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

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2 That Council advise those who made written submissions of its decision.

**COUNCIL MEETING OF 10 DECEMBER 2018**

**Moved:** Mayor Smith  
**Seconded:** Councillor MacGregor

**Resolved**

**1190/18 That Council refuse the application for the following reasons:**

- a failure to comply with provisions of the Gosford DCP 2013 including:**
- i the development exceeds the number of storeys by 25%**
  - ii the external wall height is a 23.55% variation**
  - iii Max width of enclosed floor space at 5th level exceedance by 13-26%**
  - iv No setback to Hudson Lane, representing a 100% variation**
  - v No communal space is provided, representing a 100% variation**
  - vi No deep soil zones are provided, representing a 100% variation**
  - vii No side boundary setbacks for visual privacy, representing a 100% variation**
  - viii the proposed development does not activate the Hudson laneway frontage as is envisaged by the provisions within GDCP 2013 for the Terrigal Village Centre**
- b the provision of the first floor parking area facing Church Street and Hudson Lane is inconsistent with the Desired Character recommendations in GDCP 2013 in that "on-site carparking and service areas should not be visible from any street frontage, and should be located in basements or behind occupied floorspace such as shops"**
- c the development is not in the public interest as it will create an expectation that similar non-compliance with Council's planning controls is acceptable.**

**For:** Mayor Smith and Councillors Mehrrens, Sundstrom, MacGregor, Greenaway, Vincent and Hogan  
**Against:** Councillors Marquart, Holstein, Gale Collins, Matthews, McLachlan and Best

**Precis:**

<b>Proposed Development</b>	Shop top housing development comprising of two
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**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

	shops and twelve residential units and car parking.
<b>Permissibility and Zoning</b>	The subject site is zoned B2 Local Centre under the provisions of <i>Gosford Local Environmental Plan 2014</i> . The proposed development is defined as commercial premises and shop top housing is permissible in the zone with consent of Council.
<b>Relevant Legislation</b>	<p>The following planning policies and control documents are relevant to the development and were considered as part of the assessment:</p> <ul style="list-style-type: none"> <li>• <i>Environment Planning and Assessment Act 1979 – s. 4.15 (EP&amp;A Act)</i></li> <li>• <i>Roads Act 1997 (Roads Act)</i></li> <li>• <i>State Environmental Planning Policy (Coastal Management) 2018</i></li> <li>• <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i></li> <li>• <i>State Environmental Planning Policy No 55 - Remediation of Land (SEPP 55)</i></li> <li>• <i>State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development (SEPP 65)</i></li> <li>• <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX)</i></li> <li>• <i>State Environmental Planning Policy 71 – Coastal Protection (SEPP 71)</i></li> <li>• <i>State Environmental Planning Policy (Coastal Management) 2018 (SEPP Coastal Management)</i></li> <li>• <i>Gosford Local Environmental Plan 2014 (GLEP 2014)</i></li> <li>• <i>Gosford Development Control Plan 2013 (GDGP 2013)</i></li> <li>• <i>Apartment Design Guide. Tools for improving the design of residential apartment development (ADG)</i></li> <li>• <i>Central Coast Regional Plan 2036 (CCRP 2036)</i></li> </ul>

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

<b>Legislative Clauses Requiring Consent Authority Satisfaction</b>	<ul style="list-style-type: none"> <li>• Section 4.15 of <i>Environmental Planning &amp; Assessment Act 1979</i> - Evaluation.</li> <li>• Clause 8A (2)(d) of the <i>Local Government Act 1993</i></li> <li>• Clause 7 of <i>State Environmental Planning Policy No 55 - Remediation of Land</i>.</li> <li>• Clause 28 (Determination of development applications) of <i>State Environmental Planning Policy (SEPP) No 65 – Design Quality of Residential Apartment Development</i>.</li> <li>• Clause 6 (Building to which Policy applies) of <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i></li> <li>• Clause 2.3 (Zone Objectives and Land Use Table); Clause 4.6(4) (Exceptions to development standards of <i>Gosford Local Environmental Plan 2014</i>.</li> </ul>
<b>Current Use</b>	Carpark
<b>Integrated Development</b>	No
<b>Submissions</b>	Sixty-three submissions received during the final notification period.

**Variations to Policies**

<b>Policy</b>	<b>Clause / Description</b>	<b>Variation</b>
<b>Gosford Local Environmental Plan 2014</b>	Clause 4.3(2) (Height of Buildings)	<ul style="list-style-type: none"> <li>• The proposed development has a maximum height of RL 20.35m AHD associated with the lift overrun, resulting in a 1.85m or 10% non-compliance with the development standard.</li> <li>• The remainder of the proposed structure provides a maximum RL of 19.8 AHD, resulting in a 1.3m or 7.03% non-compliance with the development standard.</li> </ul>

3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

Policy	Clause / Description	Variation
	Clause 4.4(2) (Floor Space Ratio)	The applicable FSR control is 1.8:1. The maximum gross floor area permitted on the subject site is 1695.6m <sup>2</sup> . The proposed development has a maximum FSR of 1.91:1, representing a 0.11:1 or 6% non-compliance with the development standard. The maximum floor space proposed on the site totals 1798m <sup>2</sup> . 102.4m <sup>2</sup> greater than that permitted.
<b>Gosford Development Control Plan 2013</b>	cl. 4.3.6 Height Form + Scale of Building	<ul style="list-style-type: none"> <li>• Five storey development is proposed, where a maximum of 4 storeys is permitted, resulting in a one storey or 25% variation.</li> <li>• An external wall height of 15.75m is proposed resulting in a 3m or 23.55% variation.</li> <li>• Pedestrian Envelope Encroachments: <ul style="list-style-type: none"> <li>○ Hudson Lane: A maximum of 7.8m over three storeys, noting all encroaching structures are balconies and external walls.</li> <li>○ Church Street: A maximum of 6.1m over three storeys noting all encroaching structures are balconies and external walls.</li> </ul> </li> <li>• The development proposes a maximum width of enclosed floor space at the fifth level of 13.8m - 15.5m, resulting in a variation of 1.6m - 3.2m or 13% - 26%.</li> </ul>
	cl. 4.3.7 Setbacks Siting + Scale of Building	A zero setback is proposed to Hudson lane, resulting in a 100% variation to this requirement.

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

<b>Policy</b>	<b>Clause / Description</b>	<b>Variation</b>
<b>Apartment Design Guide</b>	3D-1 Communal Open Space	25% of the site area is required as communal open space, 0% provided, resulting in a 100% variation.
	3E-1 Deep Soil Zone	The development provides the no deep soil zones, resulting in a 100% variation.
	3F-1 Visual Privacy	<ul style="list-style-type: none"> <li>• Zero side boundary setbacks, 100% variation.</li> <li>• Zero rear boundary setback, 100% variation.</li> </ul>
	4D 2 Room Depths	Ten of the twelve apartments (84%) have a depths in excess of 8 metres for their open plan layout

**The Site**

The site is commonly known as No.'s 5-7 Church Street, Terrigal and is legally known as Lot: 19 DP: 7861 and Lot: 20 DP: 7861.

The site is located at the southern end of Church Street, between Church Street and Hudson Lane, Terrigal. It has a site area of 942m<sup>2</sup>, a rear boundary frontage of 24.385m and a frontage to Church Street of 24.385m.

The site is flat with a slight falling grade from Church Street (RL 4.09m AHD) towards Hudson Lane (RL 2.72m AHD).

The subject site remains available as a public car park for thirty – three vehicles. However, the provision of this car parking remains at the discretion of the current owners of the site, and not Council. The site location is shown in Figure 1 and 2.

3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

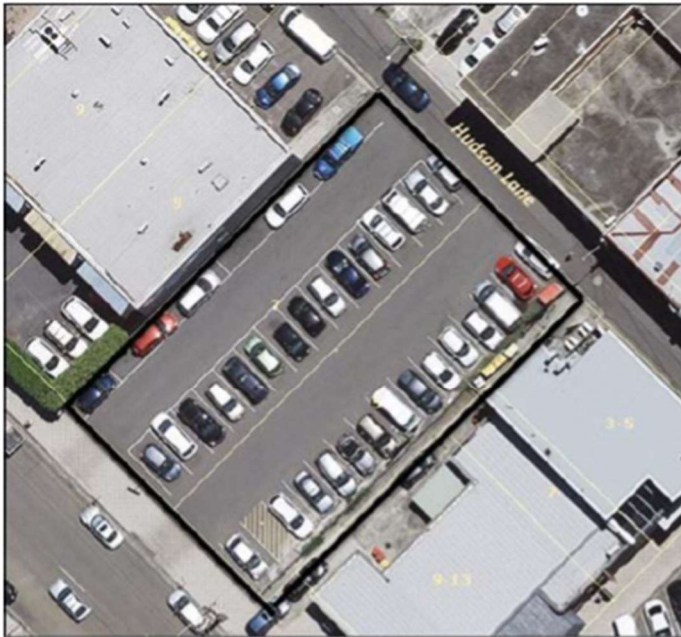


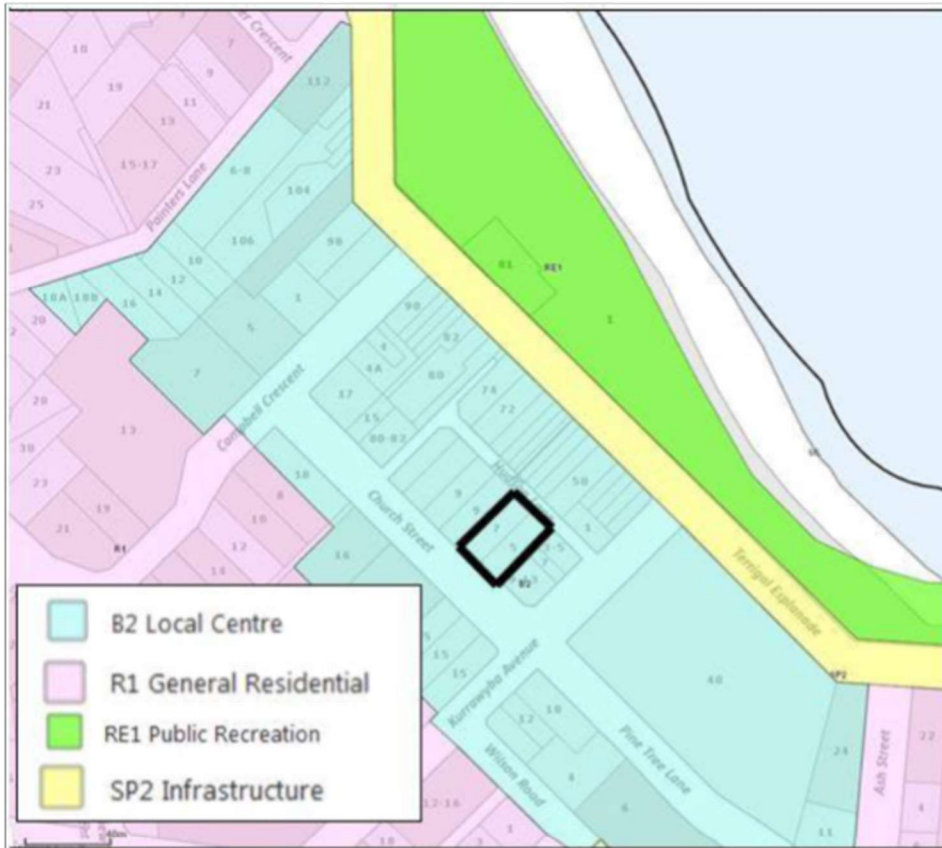
Figure 1: Aerial photograph of subject site edged in black



Figure 2: Church Street frontage of the site

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

The site is zoned B2 Local Centre under the provisions of *Gosford Local Environmental Plan 2014* (GLEP 2014).



**Figure 3: Zoning of the site (edged in black) and adjoining properties**

The subject site is also located within the Terrigal Village Centre as identified in Chapter 4.3 of *Gosford Development Control Plan 2013*.

**Surrounding Development**

Adjoining the northern site boundary is a two storey commercial building, whilst located to the east of the site on the opposite side of Hudson Lane, are a number of two and three storey mixed use buildings (refer to Figure 4).



**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**



**Figure 4: View of the site in an easterly direction from Church Street**

Located adjacent to the southern side boundary of the site, are the rear of one and two storey commercial, retail and restaurant premises that front Kurrawyba Avenue, with the Crown Plaza located further beyond, cornering Kurrawyba Avenue and Pine Tree Lane (refer to Figure 5).



**Figure 5: Properties adjacent to the southern side boundary of the site, fronting Kurrawyba Avenue, with the Crown Plaza Terrigal beyond these premises**

Figure 6, is a contextual analysis section, prepared by Slater Architects, dated 7 February 2018, illustrating the section west to east along Church Street and Pine Tree Lane.



**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**



**Figure 6: Contextual Analysis Section West to East along Church Street and Pine Tree Lane**

DA 40057/2011 was granted on 21 September 2011 for a 4 storey mixed use retail and commercial development with a basement carpark at 15 Church Street Terrigal. The site contains existing commercial/ retail development fronting Terrigal Esplanade, which does not form part of the application, and the proposed new building is located at the rear facing Church Street and cornering Hudson Lane. This DA has commenced.

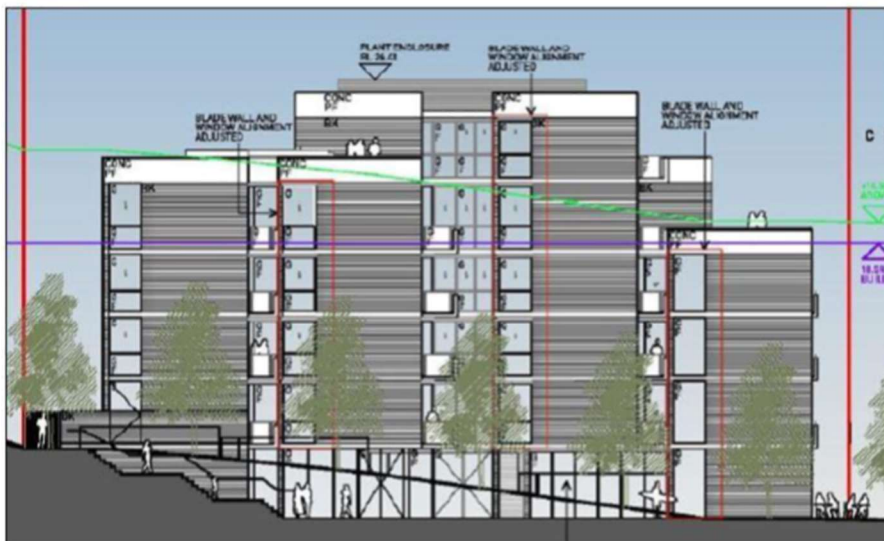
No. 15 Kurrawyba Avenue is located opposite the site on the western side of Church Street, cornering Kurrawyba Avenue. No. 15 Kurrawyba Avenue is currently occupied by the former Anglican Church buildings (use now ceased), which are currently used for the purposes of a martial arts studio and gymnasium (refer to Figure 7).



**Figure 7: Opposite the site on the western side of Church Street and cornering Kurrawyba Avenue**

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

DA 49519/2016 for the construction of a six storey mixed use building on No. 15 Kurrawyba Avenue was approved on 20 April 2017 and subsequently amended on 22 February 2018. This site does have varying height controls which are different to the subject site. In detail, approval was granted for the demolition of all existing structures and excavation of land to accommodate two basement levels and the construction of a new six storey mixed use development comprising a total of 18 residential units and 51 car parking spaces. Extracts of the elevations of the proposal approved are provided at Figures 8 and 9.



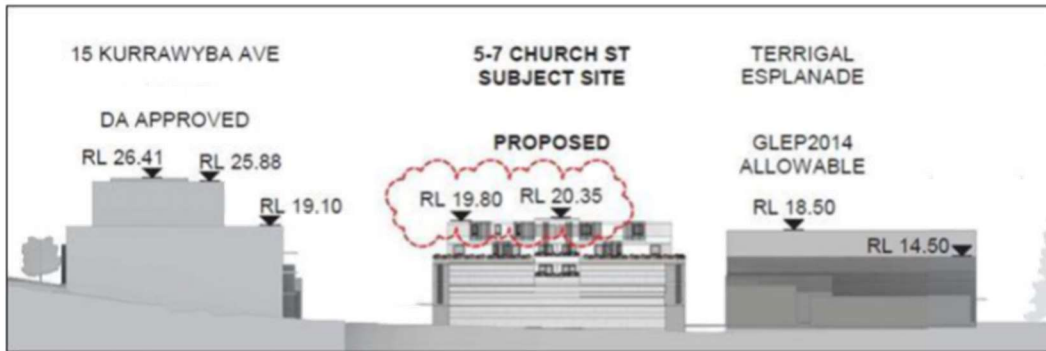
**Figure 8: DA 49519/2016 Kurrawyba Avenue Elevation**



**Figure 9: DA 49519/2016 Church Street Elevation**

### 3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

Figure 10, is a contextual analysis section, prepared by Slater Architects, dated 7 February 2018, illustrating the section south to west along Kurrawyba Avenue and the height of the development approved under DA 49519/2016 and that proposed under the subject development application.



**Figure 10: Contextual Analysis Section south to north along Kurrawyba Avenue**

#### Terrigal CBD Traffic improvements

Stage 1 of the Terrigal CBD traffic flow improvements project, including the changes to Church Street to accommodate two way traffic flow, commenced on Monday 3 July 2018 and is complete. Stage 2 of Terrigal CBD traffic improvement works on Hudson Lane includes pedestrianising the section joining Church Street and resurfacing the section of pavement joining Kurrawyba Ave. There is no plan to change the traffic direction on Hudson Lane.

#### The Proposed Development

The Development Application was lodged on 19 May 2017 and was for a six storey mixed use development with 2 ground floor shops, 18 residential units with an overall height of RL 23.2m AHD and a floor space ratio (FSR) of 2.83:1 (refer to photomontage 1 provided below). The application has been amended three times (on 1 August 2017, 29 August 2017 and 12 February 2018) in response to community consultation and discussions with Council staff.

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**



***Photomontage 1: Design of originally submitted proposal***

On 1 August 2017, the applicant lodged amended plans which reduced the height of the proposed building from RL 23.20m AHD to RL 20.20m AHD (RL 21.10m AHD associated with the lift overrun) by the provision of basement car parking and the deletion of the uppermost (sixth level) of the development. The number of units remained unchanged in that the first floor of the development was proposed as residential units in lieu of car parking. At this time, approval was sought for a five storey mixed use development with basement and ground level car parking, 2 ground floor shops, 18 residential units with a maximum height of RL 21.10m AHD and a floor space ratio (FSR) of 2.68:1.

Further amended plans were lodged on 29 August 2017 which increased side setbacks to the upper floor levels.

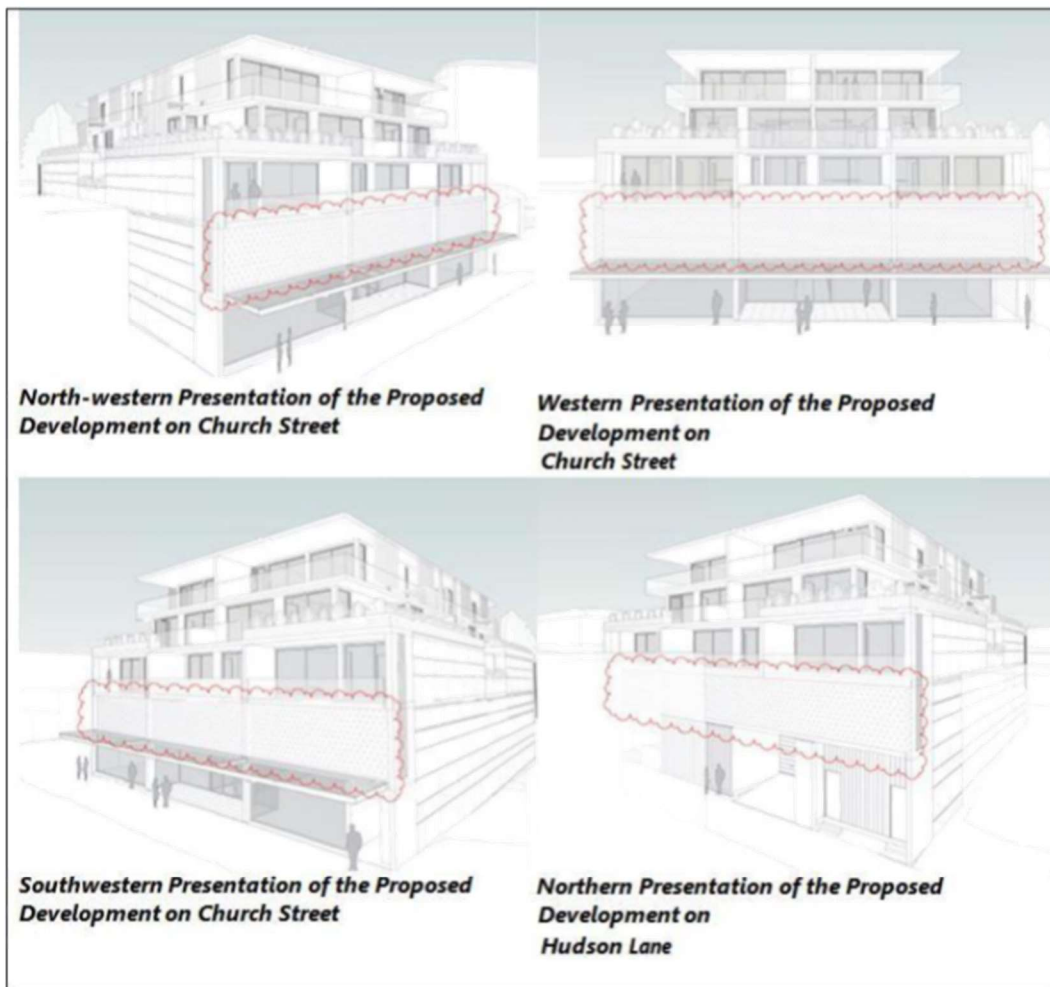
Following consultation with Council and in response to concerns raised in submissions, further amended plans were lodged on 12 February 2018 and are the subject of this report. The current proposal is for a five storey mixed use development with 2 ground floor shops, ground and first floor car parking, 12 residential units with reduced height of RL 19.80m AHD (maximum RL 20.35m AHD associated with the lift overrun) and a reduced FSR of 1.91:1:

- Ground Floor: Two shops at ground level fronting Church Street with a gross floor area (GFA) of 281m<sup>2</sup>. Two vehicular access points are provided from Hudson Lane at this level, one serving the five commercial car parking spaces at this level, and the second serving the Level 2 car parking area.
- Level 2: Eighteen car parking spaces and associated storage areas.



**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

- Levels 3 to 5: Three levels of residential units above the shops and car parking levels containing 12 shop top units. This includes 2 x two bedrooms and 10 x three bedroom units.
- Waste collection will occur from Church Street.
- An artificial green wall is proposed to the Church Street and Hudson Lane frontage of Level 2, as highlighted in Figure 11.



**Figure 11: Proposed Facades (artificial green wall highlighted)**

The subject of this assessment is the amended proposal received at Council on 12 February 2018.

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

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**History**

The site was previously owned by former Gosford City Council and used for public car parking. The site was sold in 2015. Council leased the site from the purchaser until circa mid 2016 so as to continue the provision of public car parking. Following the expiration of the initial lease period of 1 year, Council did not enter into a new lease agreement on the subject site.

The rationale for the initial 1 year lease agreement was based on the Council resolution to sell and for Council to lease the site for parking while the nearby Wilson Road multi deck car park was being renovated so as to accommodate an additional level of car parking. Council has recently completed the construction of a fourth level to the Wilson Road car parking station to provide 110 additional car parking spaces in Terrigal. The subject site remains available as a public car park for 33 vehicles. However, the provision of this car parking remains at the discretion of the current owners of the site, and not Council.

**Section 4.15(1)(d) of the EP&A Act: Submissions  
Public Consultation**

The development application was notified on three occasions in accordance with Chapter 7.3 - Notification of Development Proposals of *Gosford Local Environmental Plan 2014* (GLEP 2014).

The application was lodged on 19 May 2017, and notified from 2 June 2017 to 23 June 2017, with 69 submissions objecting to the proposal.

On 1 August 2017, the applicant lodged amended plans which reduced the height of the proposed building from RL 23.20 to RL 20.20 by lowering the structure below ground level. The number of units remained unchanged. The amended plans were exhibited from 10 August 2017 to 31 August 2017, with 29 public submissions objecting to the proposed development being received at Council.

Further amended plans were lodged on 29 August 2017 which increased side setbacks to the upper floor levels. These further amended plans were not notified as the modifications were considered minor.

Following consultation with Council and in response to concerns raised in submissions, further amended plans were lodged on 12 February 2018, and notified from Thursday, 22 February 2018 until Thursday, 15 March 2018. Sixty three public submissions were received objecting to the latest amended proposal. The following is a summary of the issues raised:

3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

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- **Construction work on the site will cause dust and noise concern which will affect trade of neighbouring commercial premises on Church Street and the accessibility of Hudson Lane.**

Comment

A construction management plan would be required as a condition of consent to be prepared prior to the issue of a Construction Certificate.

Conditions of development consent are recommended for imposition requiring dilapidation surveys and structural engineer's certification of those properties adjoining the site. These must be submitted and approved by the Principal Certifying Authority prior to the issuing of any Construction Certificate.

- **The load on Council's infrastructure in Terrigal CBD is already an issue, this proposed development will add greatly to it.**

Comment

Local government infrastructure includes water supply and reticulation, sewage treatment, local roads, stormwater management and parks. As a result of the subject development, infrastructure within the municipality will be improved via s.7.11 developer contributions works in the adjacent roadway.

- **The provision of first floor car parking will provide a precedent in the area.**

Comment

The provision of the first floor parking area facing Church Street and Hudson Lane is inconsistent with the Desired Character recommendations in GDCP 2013 in that '*on-site carparking and service areas should not be visible from any street frontage, and should be located in basements or behind occupied floorspace such as shops*'.

However, Council's Architect has advised the provision of the first floor parking area facing Church Street and Hudson Lane could be considered if an appropriate form of screen in conjunction with significant landscaping is provided to Council's satisfaction.

In order to address the concern raised by Council's Architect, **Condition 1.4** is recommended for imposition requiring the provision of a self-maintaining (in term of irrigation) vegetated wall to the south west (Church Street) and north east (Hudson Lane) Level 2 elevations of the building.

3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

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- ***A five storey building in the central core of the Village would create a precedent as there is currently no building above three storeys.***

Comment

There are several developments in Terrigal Village Centres over three storeys in height. Whilst this development is contrary to several requirements envisaged for the Terrigal Village Centre, on balance, the design is supported.

- ***The building does not promote the pedestrian friendly scale that has been created by existing buildings with two storey walls along Church Street and Hudson Lane.***

Comment

It is acknowledged the proposed development does not activate the Hudson laneway frontage as is envisaged by the provisions within GDCP 2013 for the Terrigal Village Centre. Hudson Lane is constrained in that it is utilised as a service corridor for the residential and commercial properties that front Terrigal Esplanade and Church Street. The development application could have complied with activating Hudson Lane however it would have been to the detriment of activating Church Street. Additional vehicular access on Church Street would not be supported when there is an existing laneway to service the site.

In order for Hudson Lane to be commercially activated as envisioned by the controls by way of cafes at ground level, waste and service vehicles would have to be able to load/ unload on site and this would necessitate substantial lot consolidation. Given there are no statutory requirements to encourage the amalgamation of smaller lots to achieve the efficient development of land and design of buildings of Terrigal Village Centre, similar to repealed cl. 8.4 - Minimum building street frontage of GLEP 2014, it is unlikely that the activation of Hudson Lane will occur in the foreseeable future.

- ***The proposed development will create shadowing on the already existing residences in Hudson Lane.***

Comment

Shadow diagrams submitted with the development application demonstrate that the proposal does not overshadow any residential properties in Hudson Lane.



**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

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- ***The proposed development will decrease the value of land in the surrounding area.***

Comment

This concern is speculation and is not a matter for consideration under Section 4.15 of the EP & A Act. There is no evidence to substantiate this claim.

- ***The 5th storey and resultant increased height of the building results in the loss of coastal and/or ocean views from dwellings to the south of the site.***

Comment

A number of public submissions were received regarding view loss from existing and approved residences south west of the site on the opposite side of Church Street and further beyond on Cadel Street. In response to the concerns raised regarding view loss, the applicant prepared a view loss analysis, which is contained in Attachment 2.

Given that the site is currently vacant of any built structure, and given its location central to the Terrigal Village Centre, which is surrounded by elevated residential areas, any built form of a compliant height would reduce the outlook of surrounding properties. However, a detailed assessment has been with regard to those elements exceeding the height development standard. This issue is discussed further under Section 4.6 Exceptions to Development Standards of this report.

It is concluded the view loss associated with the uppermost level of the development is not unreasonable in this instance.

- ***The proposed development results in a window/ balcony on the Northern side of the building which will give direct access to the roof of the existing medical Centre. The balcony would also prevent any increase in the height of the current medical centre to current allowable limits.***

Comment

It is considered that the design of the proposed development will not hinder the attainment of suitable form and massing on adjacent development sites.

There are no windows on the northern side of the development. The two balconies on level 2 are served by a planter box and balustrade that will restrict movement between the two sites.

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- ***The proposed development is not in any way compatible with the area.***

Comment

The proposed built form is considered acceptable in the context of the site.

There will be no amenity impacts as a result of the variations to cl.4.3 (Height of Buildings) and cl.4.4 (Floor Space Ratio) under GLEP 2014 that would warrant further modification of the development application.

- ***The proposal will result in the loss of public car parking which will affect tourists, residents and customers of the adjacent medical centre.***

Comment

The majority of submissions received raised concern with the loss of "public" car parking on site. This particular issue is unrelated to the subject DA. The subject site remains available as a public car park for 33 vehicles, however, the provision of this car parking remains at the discretion of the current owners of the site, and not Council.

The allocation of the proposed 23 car parking spaces is provided in accordance with Chapter 7 of GDCP 2013, that being 7 car parking spaces allocated to the commercial units, 3 car parking spaces allocated to residential visitors and the remainder of car parking spaces (13) being allocated to the residential units.

Notwithstanding the above, Council is reviewing several options to increase public car parking in the Terrigal Village Centre.

**Submissions from Public Authorities**

There were no public authorities required to be consulted in relation to the proposal.

**Internal Consultation**

The application was referred to the following internal officers and the following comments have been provided:

Architect

Council's Architect has reviewed the application and has supported the application with conditions. Detailed comments are provided under *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* (SEPP 65) Assessment.

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

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**Building**

Council's Building Officer has reviewed the application and provides the following comments:

Supported, without conditions.

**Engineering**

Council's Development Assessment Engineer has reviewed the application and provides the following comments:

Supported, with conditions.

**Traffic/ Transport**

Council's Traffic Officer has reviewed the application and has supported the application subject to conditions.

**Waste Services (Garbage)**

Council's Waste Services Officer has reviewed the application and has supported the application subject to conditions.

**Water and Sewer**

Council's Water and Sewer Officer has reviewed the application and has supported the application subject to conditions.

**Ecologically Sustainable Principles:**

The proposal has been assessed having regard to ecologically sustainable development principles and is considered to be consistent with the principles.

The proposed development is considered to incorporate satisfactory stormwater, drainage and erosion control and the retention of vegetation where possible and is unlikely to have any significant adverse impacts on the environment and will not decrease environmental quality for future generations. The proposal does not result in the disturbance of any endangered flora or fauna habitats and is unlikely to significantly affect fluvial environments.

**Climate Change**

The potential impacts of climate change on the proposed development have been considered by Council as part of its assessment of the application.

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This assessment has included consideration of such matters as potential rise in sea level; potential for more intense and/or frequent extreme weather conditions including storm events, bushfires, drought, flood and coastal erosion; as well as how the proposed development may cope, combat, withstand these potential impacts. The proposed development is considered satisfactory in relation to climate change.

**Assessment:**

Having regard to the matters for consideration detailed in Section 4.15 of the *Environmental Planning and Assessment Act 1979* and other statutory requirements, Council's policies and Section 10.7 Planning Certificate details, the assessment has identified the following key issues, which are elaborated upon for Council's information.

**Provisions of Relevant Instruments/Plans/Policies:**

*State Environmental Planning Policies (SEPP)*

The following SEPP's are relevant to the proposed development:

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The application is supported by a BASIX certificate which confirms the proposal will meet the NSW government's requirements for sustainability, if built in accordance with the commitments in the certificate. The proposal is considered to be consistent with the requirements of *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.

State Environmental Planning Policy 71 – Coastal Protection

The provisions of *State Environmental Planning Policy No 71 - Coastal Protection* (SEPP 71) require Council consider the Aims and Objectives of the SEPP together with the matters for consideration listed in Clause 8 of the SEPP when determining a development application within the Coastal Zone. The Coastal Zone is an area defined on maps issued by the NSW Department of Planning & Environment and the subject property falls within this zone.

The site is located wholly within a coastal protection zone under SEPP 71. The proposal has been assessed within the context of the matters for consideration under cl. 8 of SEPP 71. It is concluded the proposal is consistent with cl. 8 of SEPP 71 and no further objection is made in this regard.



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State Environmental Planning Policy (Coastal Management) 2018

SEPP 71 was repealed on the commencement of the *State Environmental Planning Policy (Coastal Management) 2018* (SEPP Coast Management) on 3 April 2018. However, cl. 21 of SEPP Coastal Management provides that SEPP 71 continues to apply to a development application lodged but not finally determined before commencement of the Policy. As such, SEPP 71 continues to be a relevant planning provision for this application.

State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55)

The provisions of this SEPP apply however, the site has a history of being utilised as a carpark and so contamination is not likely to be present. In accordance with cl. 7(2) of the SEPP, no further consideration is required in this regard.

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65)

The proposal is subject to the requirements of SEPP 65. Subclause 30(2)(b) of SEPP 65 provides that the consent authority should take into consideration the design quality of the proposed development. The Design Verification Statement which accompanies the application demonstrates consistency with the design quality principles.

Council's Architect has provided advice in relation to the SEPP 65 Design Quality Principles and supports the development application for the following reasons:

- The site is currently surrounded by 2 to 3 storey commercial developments but is now zoned for heights up to RL 18.5m AHD. A 5 storey mixed use development with commercial use on the street front is considered appropriate in this context and is supported in principle.
- The reinstatement of the first floor parking area facing Church Street and Hudson Lane is inconsistent with the Desired Character recommendations in GDCP 2013 in that '*on-site carparking and service areas should not be visible from any street frontage, and should be located in basements or behind occupied floorspace such as shops*'.

The reinstatement of the first floor parking area facing Church Street and Hudson Lane could only be considered if an appropriate form of screen in conjunction with significant landscaping is provided to Council's satisfaction. The proposed plastic vegetation is not a satisfactory response to the non-complying parking area or deep soil zones.

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- The *Apartment Design Guide* requires a setback to habitable rooms including balconies of 6 metre up to 4 storeys and 9 metres from 4 to 8 storeys. It is considered that the application will generally not have detrimental impacts on adjoining sites in terms of the setbacks proposed.
- BASIX certificate supplied indicating compliance with mandatory energy efficiency standards.
- There is no deep soil planting on the site and the proposed planting on balconies is small but provides screening and is generally acceptable.
- The proposed plastic planting associated with the Church Street and Hudson Lane frontages of the first floor level parking areas is not a substitute for the noncomplying deep soil zone. This area should have some form of screening supplemented with real plants with an adequate density to screen the car parking.
- Amenity is acceptable. It is expected that adjoining sites will be developed in a similar manner.
- The aesthetics are acceptable with articulation, variation in materials and small scale details to assist in disguising the scale of the building and provide visual interest.

In order to address the concern raised by Council's Architect, **Condition 1.4** is recommended for imposition requiring the provision of a self-maintaining (in term of irrigation) vegetated wall to the south west (Church Street) and north east (Hudson Lane) Level 2 elevations of the building.

The Apartment Design Guide: Tools for improving the design of residential apartment development (ADG) provides objectives, design criteria and design guidance on how residential development proposals can meet the Design Quality Principles contained within Schedule 1 of SEPP 65, through good design and planning practice.

The proposal is considered acceptable having regard to the requirements of the ADG. For further consideration, refer to the ADG Compliance Table contained within **Attachment 3**.

*Central Coast Regional Plan 2036*

The subject site is included in the Central Coast Regional Plan 2036 as an 'urban area' and is located in close proximity to the 'strategic centre' of Erina and 'regional city' of Gosford. Refer to Figure 12.

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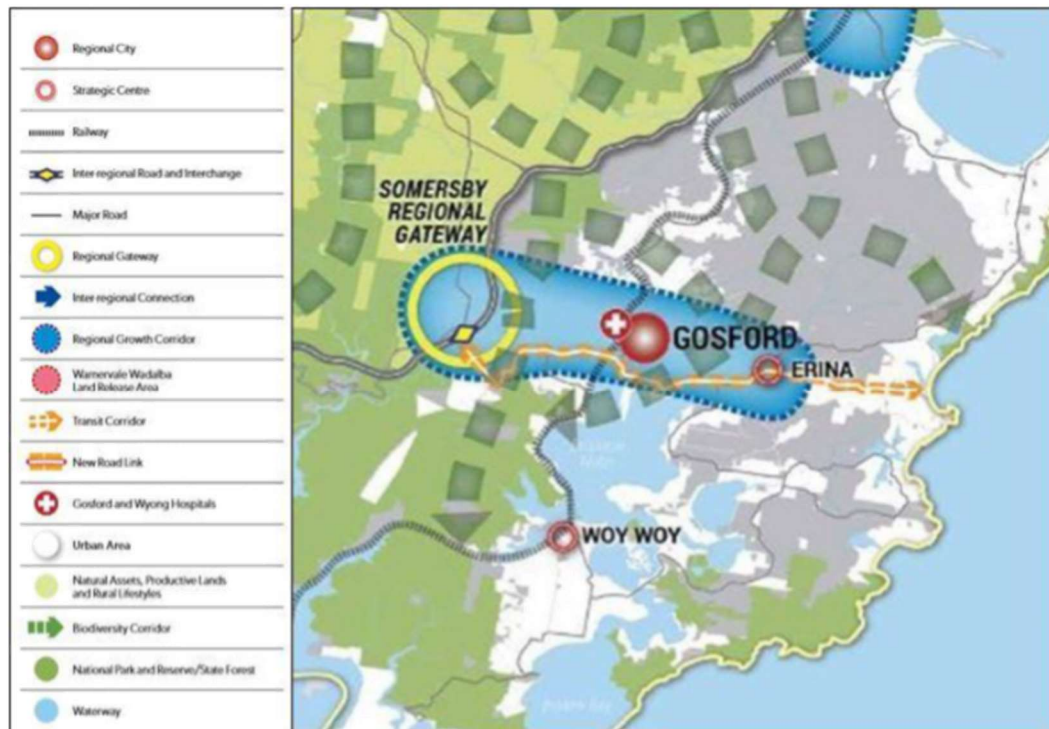


Figure 12: Central Coast Regional Plan 2036

An assessment of all relevant provisions of the Central Coast Regional Plan 2036 has been carried out to ensure the consent authorities own assessment of the compatibility of the proposed development with the surrounding environment is complete.

The proposed redevelopment of the site is consistent with all relevant Directions under the Central Coast Regional Plan 2036 zone in that upon completion the housing mix of the locality will be increased. Furthermore, the development is generally consistent with the village centre locality, provides for additional population accommodation within walking distance of the shops, services and public transport, and will not adversely impact residential amenity nor create additional demands upon public infrastructure.

*Gosford Local Environmental Plan 2014*

Zoning & Permissibility

The subject site is zoned B2 Local Centre under the provisions of *Gosford Local Environmental Plan 2014* (GLEP 2014). Development for the purposes of commercial premises and shop top housing is permissible within the B2 zone. Consideration of the proposal has been provided with regard to the objectives of the control contained within cl. 2.3(2) of GLEP 2014:

### 3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

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- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*

The proposed development provides for ground level retail/ business premises fronting Church Street, to serve the local community.

- *To encourage employment opportunities in accessible locations.*

The proposed development provides for ground level retail/ business premises providing employment opportunities within Terrigal Village Centre.

- *To maximise public transport patronage and encourage walking and cycling.*

The proposed development is located on a bus route within the Terrigal Village Centre and is within walking distance of all local facilities and services provided within the Centre and recreational areas located along the coastal foreshore.

- *To provide for residential uses, but only as part of a mixed use development.*

The proposed development provides residential accommodation as part of a mixed use development.

- *To ensure that development is compatible with the desired future character of the zone.*

The built for is consistent with the desired future character of the zone identified for the Terrigal Village Centre.

- *To promote ecologically, socially and economically sustainable development.*

The proposed development provides for the efficient and sustainable use of the subject land, located in an urban setting and has no ecological values requiring protection.

- *To ensure that the town centres of Erina and Woy Woy are recognised as providing a higher level, and greater diversity, of services and facilities to serve a wide population catchment from numerous localities and as key public transport nodes, secondary to Gosford City Centre.*

This objective is not applicable to the Terrigal Village Centre.

- *To ensure that village centres such as Avoca, East Gosford, Ettalong Beach, Kincumber, Lisarow, Niagara Park, Terrigal, Umina Beach, West Gosford and Wyoming are recognised as providing a broad range of services and facilities to serve the population of the locality.*

### 3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

The proposed development will provide retail premises to service the local community and provide for additional residential accommodation within the Terrigal Village Centre.

- *To ensure that villages are recognised as providing local level services and facilities and are developed at a scale that reflects their population catchment and as a focus for public transport routes.*

The proposed development will result in the provision of local commercial services to the community, accessible by public transport.

- *To ensure that the different roles of villages are recognised with some villages being key tourist destinations with boutique activities in addition to serving the needs of local residents, while other villages are purpose-built centres to serve the needs of the local population.*

The proposed development will provide commercial services appropriate to the Terrigal Village Centre's function as a tourist destination.

- *To encourage the residential population of villages and town centres to contribute to the vitality of those locations.*

The proposed development will provide for 12 residential units and will result in an increased residential population which will contribute to the vitality of Terrigal Village Centre.

In this instance, it is considered that the proposal is consistent with the stated objectives of the zone and is consistent with the principles of Ecologically Sustainable Development as specified within the *Local Government Act 1993*.

#### Development Standards

An assessment of the proposed development against the relevant planning controls is detailed below.

<b>Development Standard</b>	<b>Required</b>	<b>Proposed</b>	<b>Compliance with Controls</b>	<b>Variation %</b>	<b>Compliance with Objectives</b>
cl. 4.3 (Height of Buildings)	RL 18.5m AHD	RL of 20.35m AHD	No	10%	Yes
cl. 4.4 (Floor Space Ratio)	1.8:1	1.91:1	No	6%	Yes

**Figure 13: Development Standards**



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#### 4.3 Height of Buildings

The provisions of cl. 4.3 (Height of Buildings) within GLEP 2014 establish a maximum height limit for buildings. The applicable height control indicated on the GLEP Height of Buildings map is RL 18.5m Australian Height Datum (AHD).

The proposed development has a maximum height of RL 20.35m AHD associated with the lift overrun, resulting in a 1.85m or 10% non-compliance with the development standard. The remainder of the proposed structure provides a maximum RL of 19.8 AHD, resulting in a 1.3m or 7.03% non-compliance with the development standard (refer to Figure 14).



Figure 14: Cross Section (RL 18.5m AHD Mid – Level 5)

#### 4.4 Floor Space Ratio

The provisions of cl. 4.4 (Floor Space Ratio) within GLEP 2014 establish a maximum floor space ratio (FSR) for buildings. The applicable FSR control is 1.8:1. The floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. The maximum gross floor area permitted on the subject site is 1695.6m<sup>2</sup>.

The proposed development has a maximum FSR of 1.91:1, representing a 0.11:1 or 6% noncompliance with the development standard. The maximum floor space proposed on the site totals 1798m<sup>2</sup>, 102.4m<sup>2</sup> greater than that permitted.

### 3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

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#### 4.6 Exceptions to Development Standards

A cl. 4.6 (Exceptions to Development Standards) variation for the non-compliance associated with building height (cl. 4.3 of GLEP 2014) and floor space ratio (cl 4.4 of GLEP 2014) was provided.

In accordance with cl. 4.6(4), development consent must not be granted for a development that contravenes a development standard unless:

- The consent authority is satisfied that the applicant's written request has adequately addressed the matters required to be demonstrated in subclause (3). Subclause 3 provides:

*Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
- (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*

A cl. 4.6 (Exceptions to Development Standards) variation for the non-compliance associated with **building height** (cl. 4.3 of GLEP 2014) was provided. The cl. 4.6 of GLEP 2014 request submitted by the applicant states how strict compliance with the development standards is unreasonable or unnecessary (having regard to the decision in *Wehbe v Pittwater Council [2007] NSW 827*) and how there are sufficient environmental planning grounds to justify the contravention, is summarised below:

*The purposed minor exceedance of the maximum permissible building height does not significantly increase the bulk and scale of the proposed development; upper level boundary building setbacks provide for view sharing from upslope residential properties located to the west; and the design height of the proposed amended development does not have any significant adverse scenic/ visual impacts or amenity (privacy/ overshadowing) impacts on either the public domain, or neighboring properties, in comparison to a complying development; and*

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*As demonstrated in the 'Context Analysis – Section' provided, the maximum height of the proposed amended development is compatible (and not out of scale) with existing and recently approved multi-unit level development in the near vicinity. It is noted that the predominant roof level of the proposed development is less than that recently approved by Council at 15 Kurrawyba Street (RL 25.88m); 6 Pine Tree Lane (RL 27.65m); and 13 Ash Street (RL 23.18m).*

A cl. 4.6 (Exceptions to Development Standards) variation for the non-compliance associated with **floor space ratio** (cl 4.4 of GLEP 2014) was provided. The cl. 4.6 of GLEP 2014 request submitted by the applicant states how strict compliance with the development standards is unreasonable or unnecessary (having regard to the decision in *Wehbe v Pittwater Council [2007] NSW 827*) and how there are sufficient environmental planning grounds to justify the contravention, is summarised below:

*'The proposed exceedance of the maximum permissible floor space ratio development standard is commensurate with the density of development that is otherwise permitted under the building envelope controls applicable to the subject land and the proposed development. Prior to the gazettal of the LEP there was no FSR control applicable within the Terrigals Village Centre and building density, bulk and scale was controlled through building envelope and architectural design controls contained within the former DCP 55.*

*The application of the 1.8:1 FSR development standard to the subject land under LEP 2014 has significantly reduced previously permitted floor space and development yields on land throughout the Terrigal Village Centre, resulting in development outcomes which would not be economically viable, if required to strictly comply with the 1.8:1 FSR development standard.*

*As demonstrated in the 'Contextual Analysis – Section', the bulk and scale of the proposed amended development is compatible (and not out of scale) with existing and recently approved multi-level development in the near vicinity.'*

Council is satisfied that the matters required to be demonstrated in subclause (3) have been adequately addressed for the variation to the building height development standards.

- The consent authority is satisfied that the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.

In order to demonstrate if the proposal has merit, consideration of the proposed building height non-compliance has been provided with regard to the objectives of the control contained within cl. 4.3(1) of GLEP 2014:

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a) *to establish maximum height limits for buildings*

The maximum height limit for buildings has been identified for this property.

b) *to permit building heights that encourage high quality urban form*

In this instance, it is considered that the additional building height proposed does not detract from the attainment of providing quality urban form in accordance with the character of the zone. The design incorporates various design elements, which activate the design as viewed from the public domain.

c) *to ensure that buildings and public areas continue to receive satisfactory exposure to sky and sunlight*

Shadow diagrams for Midwinter (21 June) and the Equinox (21 December and 21 March) have been submitted which illustrate the overshadowing generated by the proposal.

During the Equinox, all shadows cast by the proposal affect to a minor extent the rear setback area of No.'s 3-7 Kurrawyba Avenue at Midday and the roof areas associated with these properties at 3pm. At 3pm during the Equinox, additional shadows are also cast to Hudson Lane and ground floor commercial areas. However, no objection is raised to this overshadowing given only service areas are impacted.

During Midwinter, the lower level of the commercial building located at No. 10 Church Street is impacted by way of additional overshadowing at 9am. However no objection is raised, given this commercial property will retain unaffected solar access from 10.30am for the remainder of this period.

Between approximately 10.30am and 3pm during Midwinter, the commercial properties located directly south of the site at No.'s 3-7 Kurrawyba Avenue, will be impacted by additional shadows cast by the proposed development. However, no objection is raised to this overshadowing given only service areas and roof areas are impacted. It is also noted that the properties at No.'s 3-7 Kurrawyba Avenue are located directly south of the site and a development complying with cl.4.3 of GLEP 2014 would result in similar impacts during this period.

In view of the above considerations, no objection has been made with regard to the additional shadows cast by height non-complying elements.

d) *to nominate heights that will provide an appropriate transition in built form and land use intensity*

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The desired height transition from higher buildings in the village centre, to lower buildings external to the village, will be maintained as a result of the proposed development.

- e) *to ensure that taller buildings are located appropriately in relation to view corridors and view impacts and in a manner that is complementary to the natural topography of the area*

The subject site has not been identified as being located within a protected view corridor. However, a number of public submissions were received regarding view loss from residences south west of the site on the opposite side of Church Street and further beyond on Cadel Street. In response to the concerns raised regarding view loss, the applicant prepared a view loss analysis, which is contained in Attachment 2.

Given that the site is currently vacant of any built structure, and its location is central to the Terrigal Village Centre, which is surrounded by elevated residential areas, any built form of a compliant height would reduce the outlook of surrounding properties. The assessment undertaken below is only with regard to those elements exceeding the height development standard. Figure 14, identifies RL 18.5m AHD intersecting Level 5, being the uppermost level of the development.

In *Tenacity Consulting P/L v Warringah Council Halics* [2004] NSW LEC140, the Land and Environment Court established a planning principle for assessment of view loss impact on adjoining properties. The principle is:

- 1 *Assessment of views to be affected.*
- 2 *Consider from what part of the property the views are obtained.*
- 3 *Assess the extent of the impact.*
- 4 *Assess the reasonableness of the proposal that is causing the impact.*

*In respect of the step (2), an expectation to retain side views and sitting views would be unrealistic.*

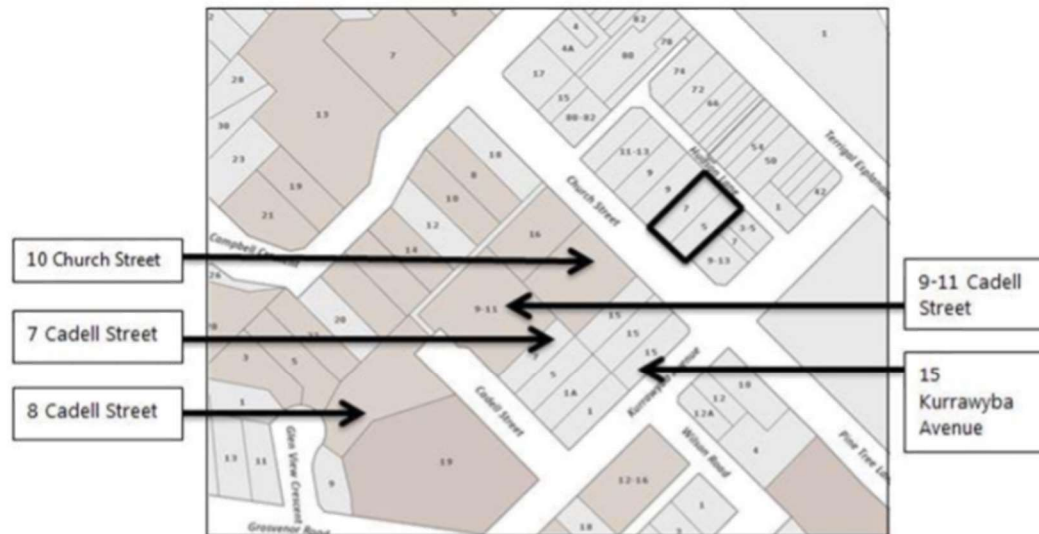
*In respect of the step (3), the extent of the impact should be assessed for the whole of the property, not just for the view that is affected. The third step should be qualitatively measured on a scale from negligible to devastating.*

*In respect of the step (4), a development that affects views may be unreasonable if it comes about as a result of non-compliance with planning standards.*

The properties that form part of this view loss assessment are identified in Figure 15.



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**Figure 15: Properties identified in View Loss Analysis (site edged in black)**

(a) No. 7 Cadell Street

This site contains a single dwelling-house with a deck at ground level at the rear of the property. This deck has minimal outlook except for on site vegetation. In the event this vegetation was removed, any outlook from the rear deck would comprise the rear of the residential flats located at No. 10 Church Street.

(b) No. 8 Cadell Street

This site is occupied by a residential flat building containing 7 units. The two ground level units in this development fronting Cadell Street do not obtain ocean views across the subject site. The current north-easterly outlook from Unit 1/8 Cadell Street will remain unaffected by the proposed development.

However, those units located above the ground floor unit do obtain ocean views. The impact of the proposed development on these views is discussed below. The finished floor level (FFL) of the outdoor terrace serving Unit 4 is RL 19.95m AHD. The ridge level of the proposed development is RL 19.80m AHD, with the lift overrun encroaching to RL 20.35m AHD. The proposed development will not further erode the outlook from No. 4/8 Cadell Street as shown in Figure 16 in that it will be obscured by the existing town house development located at No.'s 9-11 Cadell Street. It is noted, No. 3/8 Cadell Street also has an ocean outlook however this outlook is orientated in a north-easterly direction, where the existing town house development located at No.'s 9-11 Cadell Street will also obscure any view of the proposed development.

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**Figure 16: Outlook from 4/8 Cadell Street (Source: [www.domain.com.au](http://www.domain.com.au))**

The finished floor level (FFL) of the outdoor terrace serving Unit's 5 and 6 is RL 21.9m AHD. The ridge level of the proposed development is RL 19.80m AHD, with the lift overrun encroaching to RL 20.35m AHD. The proposed development will not further erode the outlook from these units as shown in Figure 17 and 18 as the lower roof line of No. 8 Cadell Street will obscure the proposed development in that it is at RL 23m AHD.

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Figure 17: Outlook from 5/8 Cadell Street (Source: [www.domain.com.au](http://www.domain.com.au))



Figure 18: Outlook from 6/8 Cadell Street (Source: [www.domain.com.au](http://www.domain.com.au))

In view of the above considerations, no objection is raised.



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(c) No. 9-11 Cadell Street

No. 9-11 Cadell Street is occupied by a residential development containing 12 townhouses. Six town houses are located at directly adjacent to Cadell Street with the remaining six located at a lower topography further east of Cadell Street and directly adjoining the existing residential development at No. 10 Church Street.

As shown in Figure 19, these town houses currently retain ocean views in a northeast direction filtered by existing structures and vegetation.



**Figure 19: Outlook from 11/9-11 Cadell Street (Source: [www.realestate.com.au](http://www.realestate.com.au))**

The outlook from all townhouses in No. 11/9 -11 Cadell Street is of the Terrigal Village Centre, where a maximum RL of 18.5m AHD is identified. A commercial development recently completed at No. 72 Terrigal Esplanade (refer to Figure 19) has been surveyed as providing a maximum RL of 15.15m AHD, clearly identifying that any development within the Terrigal Village Centre, if built to a complying height of RL 18.5m AHD would obscure all ocean views from this elevation, however a distant view of the beach and land interface would remain.

It is concluded that the proposed development will obscure ocean views from the dwellings within No. 9-11 Cadell Street, however, a height compliant development would also obscure these ocean views. In view of the above considerations, any view loss from this site is not unreasonable.

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(d) No. 10 Church Street

This site contains commercial premises fronting Church Street and residential flats above and to the rear of the site over four storeys. View assessment was taken from the eastern orientated terraces on a lower level and an uppermost level, eastern orientated terraces.

No ocean views will be lost from the terrace areas associated with the lower level units (refer to Figure 20).



**Figure 20: Outlook from lower level residential terrace at No. 10 Church Street**

The uppermost level terraces in No. 10 Church Street are located off living areas and will lose partially obscured ocean views over the site even with a development which complies with the maximum building height (refer to Figure 21).



**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**



**Figure 21: Outlook from upper level residential terrace at No. 10 Church Street**

In view of the above considerations, it is concluded the loss of views from the uppermost level terracing is not unreasonable.

(e) No. 15 Kurrawyba Avenue (DA 49519/2016)

A submission was received with regard to the potential loss of views associated with Levels 4 and 5 of the recently approved development located at No. 15 Kurrwyba Street. DA 49519/2016 for the construction of a six storey mixed use building on No. 15 Kurrwyba Avenue was approved on 20 April 2017 and subsequently amended on 22 February 2018. In detail, approval was granted for the demolition of all existing structures and excavation of land to accommodate two basement levels and the construction of a new six storey mixed use development comprising a total of 18 residential units and 51 car parking spaces.

Level 4 of the approved development is occupied by five units, wherein four of these units have balconies orientated over No.'s 3-7 Kurrwyba Avenue and the view corridor between these sites and the Crowne Plaza development. One unit on Level 4 (north eastern corner) will enable an outlook principally over the subject site. The view impact analysis provided in a submission and identified in Figure 22, demonstrates the correct view impact to this affected unit on Level 4.

It is acknowledged that the view of ocean over the subject site will be lost to the northeastern unit of Level 4. However, a view corridor over No.'s 3-7 Kurrwyba Avenue and the view corridor between these sites and the Crowne Plaza development will remain. Furthermore, as identified in Figure 22, these ocean views would be lost from Level 4 with a development which complies with the maximum building height. In this regard no further objection is made.

**3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)**

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With regard to the view loss concerns associated with Level 5 of DA 49519/2016, no objection is raised for the following reasons:

- Level 5 is occupied by a single unit with three balconies orientated east. In addition a further balcony has been approved to service this unit on Kurrawyba Avenue. Three of the four balconies serving the unit on Level 5 will retain view corridors over No.'s 3-7 Kurrawyba Avenue and the view corridor between these sites and the Crowne Plaza development will remain.
- Whilst a view of the ocean would remain from the affected balcony on Level 5 with a height compliant development, to require compliance in this instance is considered unreasonable considering both Level 4 and 5 of the approved development at No.15 Kurrawyba Avenue, exceed the maximum height development standard identified for the site, being RL 18.5m AHD.

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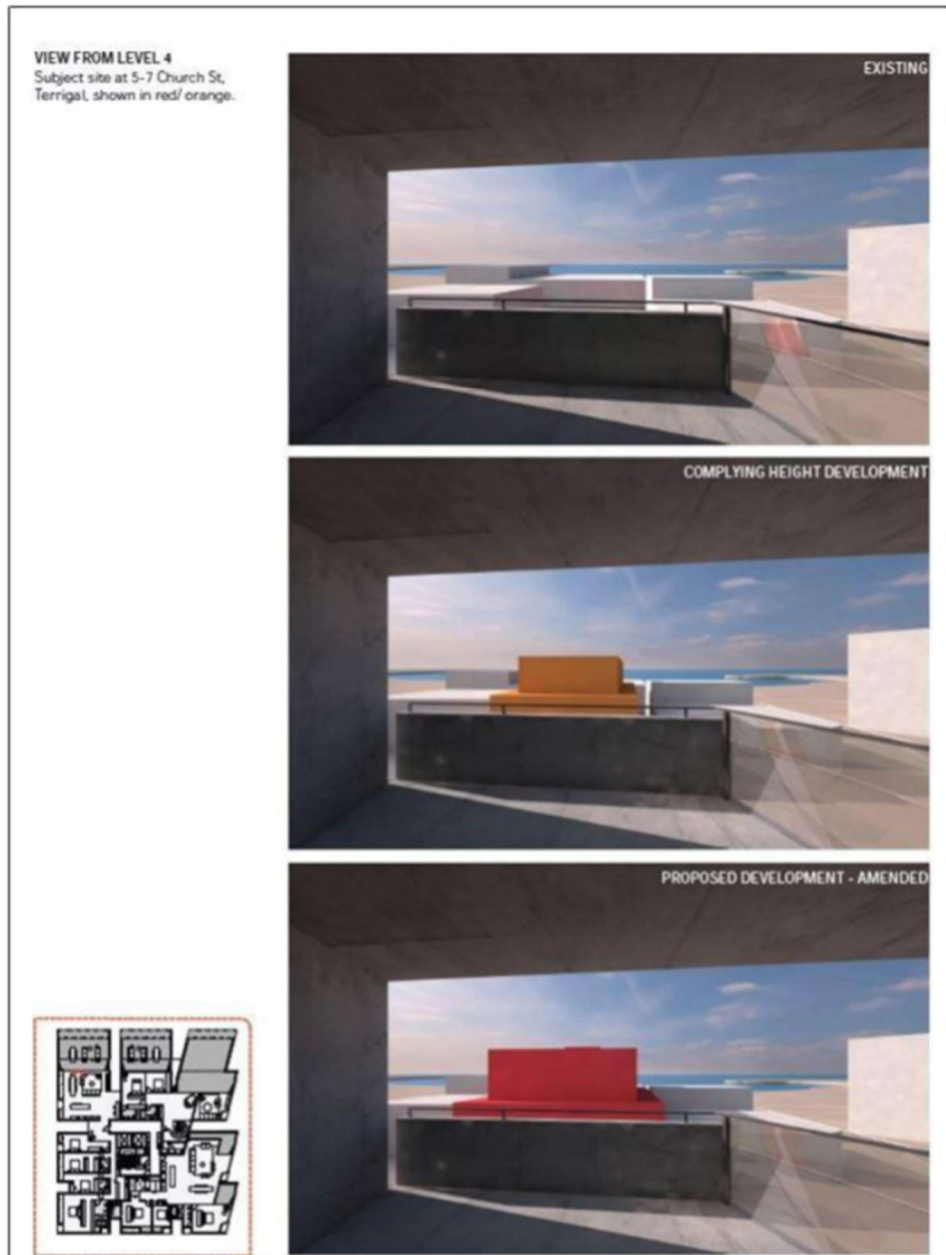


Figure 22: View impact analysis provided in a submission

- f) to protect public open space from excessive overshadowing and to allow views to identify natural topographical features

The proposal does not cause overshadowing to public open space areas.

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In order to demonstrate if the proposal has merit, consideration of the proposed floor space ratio non-compliance has been provided with regard to the objectives of the control contained within cl. 4.4(1) of GLEP 2014:

- a) *to establish standards for the maximum development density and intensity of land use*

The maximum floor space ratio for buildings has been identified for this property.

- b) *to control building density and bulk in relation to site area in order to achieve the desired future character for different locations*

The proposal does not result in excessive building bulk and scale. The proposal is consistent with zone objectives and provides for medium density mixed use development which is consistent with development in the locality.

- c) *to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain*

The minor non-compliance with floor space ratio does not exacerbate overshadowing. There is a loss of sunlight particularly to the southern property, during the winter months, whether the proposal complies with the floor space ratio or not. Adequate separation is achieved between developments on adjoining properties and is not considered to have unreasonable impacts on future developments. In light of the above, it is considered that the proposed variation in no way hinders the attainment of this objective.

- d) *to maintain an appropriate visual relationship between new development and the existing character of areas or locations that are not undergoing, and are not likely to undergo, a substantial transformation*

The proposal maintains an appropriate visual relationship with neighbouring properties and will not result in a visually prominent development when viewed from public spaces in the vicinity of the site. In light of the above, it is considered that the proposed variation in no way hinders the attainment of this objective.

- e) *to provide an appropriate correlation between the size of a site and the extent of any development on that site*

The proposed development has a maximum FSR of 1.91:1, representing a 0.11:1 or 6% non-compliance with the development standard. The maximum floor space proposed on the site totals 1,798m<sup>2</sup>, 102.4m<sup>2</sup> greater than that permitted. The uppermost level of the development contains 358m<sup>2</sup> of floor space.

The proposed exceedance of the maximum permissible floor space will result in a minor increase (approximately 1/3) of the overall massing of the building at the uppermost level. However, despite this variation, the proposed development maintains an appropriate visual

### 3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

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relationship with existing and approved development in the locality, without causing unreasonable amenity impacts to adjoining properties.

Based on the consideration of this objective, Council is advised that compliance with the development standard is unnecessary, as the proposed additional height does not hinder the objective being realised.

- f) *to facilitate design excellence by ensuring the extent of floor space in building envelopes leaves generous space for the articulation and modulation of design*

Council's Architect has reviewed the amended proposal, wherein no further objection is raised subject to the imposition of **Condition 1.4**.

- g) *to ensure that the floor space ratio of buildings on land in Zone R1 General Residential reflects Council's desired building envelope*

This objective is not applicable to the Terrigal Village Centre.

- h) *to encourage lot amalgamation and new development forms in Zone R1 General Residential with car parking below ground level*

This objective is not applicable to the Terrigal Village Centre.

The cl.4.6 of GLEP 2014 variation request submitted by the applicant also provides assessment of the proposal against the relevant development standard and zone objectives, and Council is satisfied that the applicant has demonstrated consistency with these objectives such that the proposal is in the public interest.

- *The concurrence of the Secretary has been obtained.*

In accordance with cl. 4.6(4)(b) development consent must not be granted for development that contravenes a development standard unless the concurrence of the Secretary has been obtained.

Planning Circular PS 18-003, issued 21 February 2018, states that a delegate of Council may not assume the concurrence of the Secretary when considering exceptions to development standards under cl.4.6 of GLEP 2014 if the development contravenes a development standard by greater than 10%. In this instance, the proposed variations do not exceed 10%, and the concurrence of the secretary can be assumed.

This assessment has been carried out having regard to the relevant principles identified in the following case law:

- *Wehbe v Pittwater Council [2007] NSWLEC 827*
- *Four2Five Pty Ltd v Ashfield Council [2015] NSWLEC 1009*



### 3.1 DA 52083/2017 - 5-7 Church Street, Terrigal - 2 Ground-Floor Shops, 12 Residential Units & 23 On-site Car Parking Spaces (contd)

- *Four2Five Pty Ltd v Ashfield Council [2015] NSWLEC 90*
- *Four2Five Pty Ltd v Ashfield Council [2015] NSWCA 248*

The cl. 4.6 (Exceptions to Development Standards) of GLEP 2014 request submitted by the applicant appropriately addresses the relevant principles and exhibits consistency with the relevant objectives under GLEP 2014.

This assessment concludes that the cl. 4.6 (Exceptions to Development Standards) of GLEP 2014 variation provided having regard to cl. 4.3 and cl. 4.4 of GLEP 2014 are well founded and worthy of support.

#### 7.2 Flood planning

Figure 23 identifies the site as having minor isolated flood impacts.



**Figure 23: 1% Floor Extents**

The development is considered satisfactory in respect to cl. 7.2 of GLEP 2014 subject to the imposition of appropriate flood mitigating conditions as recommended by Council's Development Engineer.

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*Gosford Development Control Plan 2013*

An assessment of the proposed development against the relevant chapters of GDCP 2013 is provided in a Compliance Table under **Attachment 4**. Despite resulting in several variations with the requirements with GDCP 2013, it is concluded the development is appropriate in the locale.

**Likely Impacts of the Development:**

*a) Built Environment*

The proposed built form is considered acceptable in the context of the site.

There will be no amenity impacts as a result of the variations to cl.4.3 (Height of Buildings) and cl.4.4 (Floor Space Ratio) under GLEP 2014 that would warrant further modification of the development application.

Concern has been raised in submissions received at Council regarding a loss of views of the ocean from properties to the west of the site on the opposite side of Church Street, Terrigal.

A thorough view analysis has been carried out and it is concluded that views retained from these affected properties would be lost with a height compliant development on the subject site. Furthermore, it is considered the additional height will not result in excessive bulk and scale.

*b) Natural Environment*

The proposal is satisfactory in relation to impacts on the natural environment as identified throughout this report.

*c) Economic Impacts*

The proposed development will contribute to the supply of housing needs in the locality and is considered to be satisfactory from an economic perspective.

*d) Social Impacts*

No social impacts will arise from the approval of this residential development.

The majority of submissions received raised concern with the loss of "public" car parking on site. This particular issue is unrelated to the subject DA.

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**Suitability of the Site for the Development:**

A review of Council's records has identified the following constraints:

- The land has been classified as being under a "flood planning level". Having regard to Clause 7.2 (3) (a) – (e) of GLEP 2014, the proposal is supportable subject to the imposition of conditions.

There are no constraints that would render the site unsuitable for the development of the site.

**The Public Interest: (s79C(1)(e)):**

The approval of the application is considered to be in the public interest.

**Other Matters for Consideration:**

*Section 7.11 and 7.12 Contributions*

The subject site is located within Contribution Plan No. 47 and No. 69. The proposed development is subject to contributions in accordance with Contribution Plan No. 47. The applicable contribution amount was calculated and will be imposed via a condition requiring the contribution to be paid prior to the issue of any Construction Certificate.

*Water and Sewer Contributions*

The proposed development is subject to Water & Sewer Contributions.

**Conclusion:**

The Development Application has been assessed against the heads of consideration of s4.15 of the EP&A Act and all other relevant instruments and policies and, on balance, the proposed development is considered reasonable and therefore it is recommended that Council grant development consent approval to DA52083/2017.

**Attachments**

<b>1</b>	Draft Conditions of Consent	Enclosure	D13398438
<b>2</b>	Development Plans	Enclosure	D13395972
<b>3</b>	ADG Compliance Table	Enclosure	D13394493
<b>4</b>	GDCP 2014 Compliance Table	Enclosure	D13394495

**ATTACHMENT 1 - Draft Conditions of Approval****1. PARAMETERS OF THIS CONSENT****1.1 Approved Plans and Supporting Documents**

Implement the development substantially in accordance with the plans and supporting documents listed below as submitted by the applicant and to which is affixed a Council stamp "*Development Consent*" unless modified by any following condition.

**Architectural Plans by Slater Architects**

<b>Drawing</b>	<b>Description</b>	<b>Sheets</b>	<b>Issue</b>	<b>Date</b>
DA0001	Site & Roof Plan	1	4	07.02.2018
DA101	Level 1 – Ground & Site Plan	2	6	07.02.2018
DA102	Level 2 – First Floor Plan	3	4	07.02.2018
DA 102- A	Adaptable Units – Floor Plans	4	2	31.07.2017
DA103	Level 3 – Second Floor Plan	5	4	07.02.2018
DA104	Level 4 – Third Floor Plan	6	4	07.02.2018
DA105	Level 5- Fourth Floor Plan	7	4	07.02.2018
DA200	Elevations – Street & Laneway	8	4	07.02.2018
DA201	Elevations - Side	9	5	07.02.2018
DA300	Sections	10	5	07.02.2018

**Supporting Documentation:**

<b>Title</b>	<b>Prepared by</b>	<b>Date</b>
Traffic Impact Assessment	SECA Solutions	04.05.2017
Waste Management Plan	Slater Architects	16 .06.2017
Preliminary Geotechnical Investigations	Douglas Partners	09.03.2016
Cover Letter – Amended Design	Slater Architects	14.02.2018
Renders, Shadow Plans, View Analysis	Slater Architects	ECM Doc No. 26374986
Crime and Safety Report	Slater Architects	ECM Doc No. 24460305

SEPP 65 Design Verification Statement	Slater Architects	April 2017
BCA Report	City Plan Services	03.05.2017
Access Review	MGAC	03.05.2017
Storm Water Management Plan	Northrop	02.05.2017
Erosion and Sediment Control Plan	Northrop	02.05.2017
Preliminary Cost Plan	MCG Quantity Surveyors	21.04.2017

**1.2** Carry out all building works in accordance with the Building Code of Australia.

**1.3** Comply with all commitments listed in the BASIX Certificate for the development as required under clause 97A of the *Environmental Planning and Assessment Regulation 2000*.

**1.4.** No approval is granted or implied under this consent for an artificial green wall to the south west (Church Street) and north east (Hudson Lane) Level 2 elevations of the building.

Prior to the appointment of any Certifying Authority, in order to ensure adequate provision is made for landscaping within and/ or adjacent to the south west (Church Street) and north east (Hudson Lane) Level 2 elevations of the building, and within all landscaped planters located on Levels 3 and 4, a Landscape Plan is required to be submitted to Central Coast Council for approval prior to the issue of a Construction Certificate.

This Landscape Plan must be prepared by a qualified Landscape Architect or Landscape Designer, clearly identifying the following: -

- a. The scale to which they are drawn and the true north point;
- b. The provision of a self-maintaining (in term of irrigation) vegetated wall to the south west (Church Street) and north east (Hudson Lane) Level 2 elevations of the building;
- c. The finished ground levels relative to Australian Height Datum (AHD); and
- d. A Planting Schedule, appropriate for a vegetated wall in this locale, including the botanical and common names of all proposed plant species.

**1.5.** Prior to the appointment of any Certifying Authority, in order to ensure adequate provision is made for the provision of external materials and finishes as detailed in the approved plan set, an External Finishes and Material Schedule is required to be submitted to Central Coast Council for approval prior to the issue of a Construction Certificate. This External Finishes and Material schedule must be prepared by a qualified Architect or Urban Designer.



## 2. PRIOR TO ISSUE OF ANY CONSTRUCTION CERTIFICATE

- 2.1** All conditions under this section must be met prior to the issue of any Construction Certificate.
- 2.2** No activity is to be carried out on site until the Construction Certificate has been issued, other than:
- Site investigation for the preparation of the construction, and /or
  - Implementation of environmental protection measures, such as erosion control etc that are required by this consent.
- 2.3** Submit to Council street lighting and reticulation design drawings associated with the awning on Church Street. The design is to be prepared in accordance with *Australian Standard AS 1158: Lighting for roads and public spaces*.
- 2.4** Pay to Council a total contribution amount of **\$154,846.00** that may require adjustment at the time of payment, in accordance with the relevant Council Contribution Plans No. 47A - Terrigal.

Open Space - Embellishment	A	(Key No 804)	\$2,530.00
Footpaths - Capital	A	(Key No 805)	\$6,598.00
Town Centre / Foreshore Improvements	A	(Key No 835)	\$87,104.00
Stormwater & Flood Mitigation	A	(Key No 836)	\$58,614.00
<b>TOTAL AMOUNT</b>			<b>\$154,846.00</b>

The total amount must be indexed each quarter in accordance with the Consumer Price Index (All Groups Index) for Sydney issued by the Australian Statistician as outlined in the contributions plan.

Contact Council's Contributions Planner on Tel 4325 8222 for an up-to-date contribution payment amount.

Any Construction Certificate must not be issued until the developer has provided the accredited certifier with a copy of a receipt issued by Council that verifies that the contributions have been paid. A copy of this receipt must accompany the documents submitted by the certifying authority to Council under Clause 104 of the *Environmental Planning and Assessment Regulation 2000*.

A copy of the Contribution Plan may be inspected at the office of Central Coast Council, 49 Mann Street Gosford or on Council's website: [Development Contributions - former Gosford LGA](#)

**2.5** Submit to the Accredited Certifier lighting design drawings for the car park and public places. The design must be prepared in accordance with the requirements of Australian Standard AS 1158: *Lighting for roads and public spaces* and Australian Standard AS 4282-1997, including the provision of current best practice energy efficient lighting and be approved by the Accredited Certifier.

**2.6** Apply for and obtain from Council (Water Authority) a Section 307 Certificate of Compliance under the *Water Management Act 2000*. Conditions and contributions may apply to the Section 307 Certificate.

The 'Application for 307 Certificate under Section 305 *Water Management Act 2000*' form can be found on Council's website [www.gosford.nsw.gov.au](http://www.gosford.nsw.gov.au). Early application is recommended.

**2.7** Submit engineering details prepared and certified by a practicing structural engineer to the Council (Water Authority) for development constructed near or over the sewer main and/or adjacent to Council's water mains. The engineering details must comply with Council's guidelines for "Building Over or Near Council Sewer and Water Mains" and must be approved by Council. The submission of contractor's documentation and sewer inspection fees may apply. Subject to approval of the engineering plans the developer must contact Council's Water and Sewer Quality Inspector a minimum one week prior to commencement of any work involving building over / adjacent to sewer mains.

**2.8** Submit an application to Council under Section 138 of the *Roads Act, 1993*, for the approval of required works to be carried out within the road reserve.

Submit to Council Engineering plans for the required works within a public road that have been designed by a suitably qualified professional in accordance with Council's Civil Works Specification and Gosford DCP 2013 Chapter 6.3 - *Erosion Sedimentation Control*. The Engineering plans must be included with the Roads Act application for approval by Council.

Design the required works as follows:

- a. Heavy-duty vehicle crossings in Hudson Lane (if required) constructed with 200mm thick concrete reinforced with 1 layer of SL72 steel fabric top and bottom.
- b. All redundant dish crossings and / or damaged kerb and gutter across the site frontage in Church St must be removed and replaced with new kerb and gutter.
- c. All redundant vehicular crossings in Church St are to be removed and footway formation reinstated with paving the same as the remaining frontage.
- d. The piping of stormwater from within the site to Council's drainage system.

- e. Erosion and sedimentation control plan.

The Roads Act application must be approved by Council.

A fee for the approval of engineering plans under the *Roads Act 1993* applies. The amount of this fee can be obtained by contacting Council's Customer Services on (02) 4325 8222.

**2.9** Submit a dilapidation report to Council with the *Roads Act 1993* application and / or Construction Certificate application. The report must document and provide photographs that clearly depict any existing damage to the road, kerb, gutter, footpath, driveways, street trees, street signs or any other Council assets in the vicinity of the development.

**2.10** Pay a security deposit of \$34,020.00 into Council's trust fund. The payment of the security deposit is required to cover the cost of repairing damage to Council's assets that may be caused as a result of the development. The security deposit will be refunded upon the completion of the project if no damage was caused to Council's assets as a result of the development.

**2.11** Submit design details of the following engineering works within private property:

- a. Driveways / ramps and car parking areas must be designed according to the requirements of AS2890: *Parking Facilities* for the geometric designs, and industry Standards for pavement designs. The proposed vehicle access from Hudson Lane to the basement car parking areas must have a minimum RL 3.8m AHD crest level.
- b. The minimum level of all car parking spaces in the development above Hudson Lane must be RL 3.3m AHD.
- c. Nutrient/pollution control measures must be designed in accordance with Gosford DCP 2013 Chapter 6.7 - *Water Cycle Management*. A nutrient / pollution control report including an operation and maintenance plan must accompany the design.
- d. On-site stormwater retention measures must be designed in accordance with Council's DCP Chapter 6.7 - *Water Cycle Management*. A report detailing the method of stormwater harvesting, sizing of retention tanks for re-use on the site and an operation and maintenance plan must accompany the design.
- e. Piping of all stormwater from impervious areas within the site to Council's drainage system.
- f. The minimum floor level of all shops and habitable rooms in the development must be RL 3.8m AHD.
- g. All building materials used or located below RL 3.8m AHD must be of a type that is able to withstand the effects of immersion.

These design details and any associated reports must be included in the construction certificate.

**2.12** Submit to Council, the accredited certifier and relevant adjoining property owners a dilapidation report, prepared by a practicing structural engineer, detailing the structural characteristics of all buildings located on adjoining properties and any Council asset in the vicinity of the development. The report must indicate the structure's ability to withstand the proposed excavation, and any measures required to ensure that no damage to these structures will occur during the course of works.

In the event that access to an adjoining property(s) for the purpose of undertaking the dilapidation report is denied, the applicant must demonstrate in writing that all steps were taken to obtain access to the adjoining property(s).

**2.13.** Submit amendments to the approved plans to the accredited certifier pursuant to Clause 139 of the *Environmental Planning Regulation 2000: Applications for construction certificates* that must detail:

a. Mail boxes:

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

b. Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures:

- i. Away from the street frontage;
- ii. Integrated into the roof-scape design and in a position where such facilities will not become a skyline feature at the top of any building;
- iii. Adequately setback from the perimeter wall or roof edge of buildings;

c. A master antenna must be provided for residential apartment buildings. This antenna shall be sited to minimise its visibility from surrounding public areas;

d. The reflectivity index (expressed as a percentum of the reflected light falling upon any surface) of external glazing for windows, walls or roof finishes of the proposed development is to be no greater than 20%;

e. A depth of one (1) metre must be provided to all landscape planters located on Level 3 and 4;

- f. Twelve (12) residential car parking spaces, including two (2) accessible car parking spaces must be provided onsite;
- g. Nine (9) commercial car parking spaces must be provided on site;
- h. Two (2) residential visitor car parking spaces must be provided on site;
- i. A minimum of one (1) visitor car parking space must be provided within the development with a drain and water supply for the washing of vehicles. The drain is to be connected to the onsite nutrient control facility;
- j. The external colour and finishes schedule of the development must be consistent with Condition 1.5 of this Consent.
- k. Two (2) units are to be provided on Level 2, designed to be capable of adaptation for disabled or elderly residents. These dwellings must be designed in accordance with the *Australian Adaptable Housing Standard (AS 4299-1995)*, which includes preadaptation design details;
- l. Provision is to be made for cyclists on the ground floor level via the installation of five (5) bicycle parking facilities in accordance with *Australian Standard AS 2890.3*.

### 3. PRIOR TO COMMENCEMENT OF ANY WORKS

- 3.1 All conditions under this section must be met prior to the commencement of any works.
- 3.2 Appoint a Principal Certifying Authority after the construction certificate for the building work has been issued.
  - a. The Principal Certifying Authority (if not Council) is to notify Council of their appointment and notify the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work no later than two (2) days before the building work commences.
  - b. Submit to Council a *Notice of Commencement of Building Works* or *Notice of Commencement of Subdivision Works* form giving at least two (2) days notice of the intention to commence building or subdivision work. The forms can be found on Council's website [www.gosford.nsw.gov.au](http://www.gosford.nsw.gov.au)
- 3.3 Do not commence site works until the sediment control measures have been installed in accordance with the approved plans / Gosford DCP 2013 Chapter 6.3 - *Erosion Sedimentation and*



*Control.*

**3.4** Erect a sign in a prominent position on any work site on which building, subdivision or demolition work is being carried out. The sign must indicate:

- a. The name, address and telephone number of the principal certifying authority for the work; and
- b. The name of the principal contractor and a telephone number at which that person can be contacted outside of working hours; and
- c. That unauthorised entry to the work site is prohibited.

Remove the sign when the work has been completed.

**3.5** Submit both a Plumbing and Drainage Inspection Application, with the relevant fee, and a Plumbing and Drainage Notice of Work in accordance with the Plumbing and Drainage Act 2011 (to be provided by licensed plumber). These documents can be found on Council's website at: [www.centralcoast.nsw.gov.au](http://www.centralcoast.nsw.gov.au)

Contact Council prior to submitting these forms to confirm the relevant fees.

This condition only applies if installation / alteration of plumbing and / or drainage works proposed (excludes stormwater drainage). This condition does not apply to swimming pool plumbing that does not physically connect / break into the sewer system.

**3.6** Provide and maintain a garbage receptacle at the work site until the works are completed. The garbage receptacle must have a tight fitting lid and be suitable for food scraps and papers.

**3.7** Notify the intention to commence works by giving written notice to the owner of the adjoining property affected by the proposed excavation and/or structural protective works. The required notice must be accompanied by details of the proposed work at least seven (7) days prior to the commencement of proposed excavation and/or structural protection works.

**3.8** Submit a dilapidation report to Council, the Accredited Certifier and relevant adjoining property owners. The report is to be prepared by a suitably qualified person detailing the structural characteristics of all buildings located on properties immediately adjoining the site boundaries and any council asset in the vicinity of the development. The report must document and provide photographs that clearly depict any existing damage to the improvements erected upon allotments immediately adjoining the development site and to the road, kerb, footpath, driveways, water supply and sewer

infrastructure, street trees and street signs or any other Council asset in the vicinity of the development.

In the event that access to an adjoining property(s) for the purpose of undertaking the dilapidation report is denied, submit evidence in writing demonstrating that all steps were taken to obtain access to the adjoining property(s).

**3.9** Erect a temporary hoarding or temporary construction site fence between the work site and adjoining lands before the works begin and must be kept in place until after the completion of the works, if the works:

- a. could cause a danger, obstruction or inconvenience to pedestrian or vehicular traffic, or
- b. could cause damage to adjoining lands by falling objects, or
- c. involve the enclosure of a public place or part of a public place

**Note 1:** A structure on public land or on or over a public road requires the prior approval of the relevant authority under the *Local Government Act 1993* or the *Roads Act 1993*, respectively.

**Note 2:** The *Work Health and Safety Act 2011* and *Work Health and Safety Regulation 2011* contain provisions relating to scaffolds, hoardings and other temporary structures.

**3.10** Provide or make available toilet facilities at the work site before works begin and maintain the facilities until the works are completed at a ratio of one toilet plus one additional toilet for every twenty (20) persons employed at the site. Each toilet must:

- a. be a standard flushing toilet connected to a public sewer, or
- b. have an on-site effluent disposal system approved under the *Local Government Act 1993*, or
- c. be a temporary chemical closet approved under the *Local Government Act 1993*

**3.11** Undertake any demolition involving asbestos in accordance with the *Work Health and Safety Act 2011*. The person having the benefit of this consent must ensure that the removal of:

- a. more than 10m<sup>2</sup> of non-friable asbestos or asbestos containing material is carried out by a licensed non-friable (Class B) or a friable (Class A) asbestos removalist, and
- b. friable asbestos of any quantity is removed by a licensed removalist with a friable (Class A) asbestos removal licence

The licensed asbestos removalist must give notice to the regulator before work commences in accordance with Clause 466 of the *Work Health and Safety Regulation 2011*.

**3.12** Submit to the Principal Certifying Authority a Traffic and Pedestrian Management Plan prepared by a suitably qualified professional.

The Plan must be prepared in consultation with Council, and where required, the approval of Council's Traffic Committee obtained.

The Plan must address, but not be limited to, the following matters:

- a. Ingress and egress of vehicles to the subject site loading and unloading,
- b. Construction zones predicted traffic volumes, types and routes pedestrian and Traffic management methods, and
- c. Other relevant matters

The Applicant must submit a copy of the final Plan to Council, prior to the commencement of work.

**3.13** Prevent public access to the construction site as required by Clause 298 of the *Work Health and Safety Regulation 2011* when building work is not in progress or the site is unoccupied. Site fencing specifications are outlined under Australian Standard AS1725.1-2010 - *Chain-link fabric fencing - Security fencing and gates*. The use of barbed wire and/or electric fencing is not to form part of the protective fencing to construction sites.

A separate application made under the *Roads Act 1993* will need to be lodged with Council if a hoarding or construction site fence must be erected on the road reserve or a public place.

**3.14.** Provide certification to the Principal Certifying Authority that the structural engineer's details have been prepared in accordance with the recommendations of the geotechnical report(s) listed as supporting documentation in this development consent.

## 4. DURING WORKS

- 4.1 All conditions under this section must be met during works.
- 4.2 Keep a copy of the stamped approved plans on site for the duration of site works and make the plans available upon request to either the Principal Certifying Authority or an officer of Council.
- 4.3 Notify Council when plumbing and drainage work will be ready for inspection(s) and make the work accessible for inspection in accordance with the *Plumbing and Drainage Act 2011*.
- 4.4 Place all building materials, plant and equipment on the site of the development during the construction phase of the development so as to ensure that pedestrian and vehicular access within adjoining public roads, footpaths and reserve areas, is not restricted and to prevent damage to public infrastructure. Further, no construction work is permitted to be carried out within the road reserve unless the works are associated with a separate approval issued under the provisions of the *Roads Act 1993*.
- 4.5 Carry out construction or demolition works during the construction phase of the development only between the hours as follows:
- 7.00am and 5.00pm Monday to Saturday
- No construction or demolition works associated with the development are permitted to be carried out at any time on a Sunday or a public holiday.
- 4.6 During the construction phase of the development, if any Aboriginal object (including evidence of habitation or remains), is discovered during the course of the work:
- a. All excavation or disturbance of the area must stop immediately in that area, and
  - b. The Office of Environment and Heritage must be advised of the discovery in accordance with section 89A of the National Parks and Wildlife Act 1974.

**Note:** If an Aboriginal object is discovered, an Aboriginal heritage impact permit may be required under the National Parks and Wildlife Act 1974.

- 4.7** Implement and maintain all erosion and sediment control measures at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment.
- 4.8** Keep a copy of the stamped approved plans on-site for the duration of site works and make the plans available upon request to either the Principal Certifying Authority or an officer of Council.
- 4.9** Submit a report prepared by a registered Surveyor to the Principal Certifying Authority at each floor level of construction of the building (prior to the pouring of concrete) indicating that the finished floor level is in accordance with the approved plans.
- 4.10** Demolish all buildings and / or building components in a safe and systematic manner in accordance with Australian Standard AS 2601-2001: *The demolition of structures*. Waste materials must be disposed of at a waste management facility.
- 4.11** Implement dust suppression measures on-site during bulk earthworks to suppress dust generated by vehicles and equipment. Dust must also be suppressed at all other stages of construction in order to comply with the *Protection of the Environment Operations Act 1997*.
- 4.12** Classify all excavated material removed from the site in accordance with NSW EPA (1999) *Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes* prior to disposal. All excavated material must be disposed of to an approved waste management facility, and receipts of the disposal must be kept on-site.
- 4.13** Cease work immediately in that area if any relics are uncovered during excavation on-site. Contact the Heritage Office in accordance with section 146 of the NSW Heritage Act 1977.
- Work must not recommence until any necessary Excavation Permit has been obtained from the Heritage Council under section 140 of the NSW Heritage Act, 1977.
- 4.14** Comply with Demolition and Construction commitments detailed in the Waste Management Plan dated 16 June 2017 by Slater Architects.
- 4.15** Construct the works within the road reserve that required approval under the *Roads Act 1993*. The works must be constructed in accordance with Council's Civil Works Specification and Gosford DCP 2013 Chapter 6.3 - *Erosion Sedimentation Control*.
- 4.16** Arrange with the relevant service provider / Authority (e.g. Ausgrid, Jemena, communications provider) for the supply of services concurrent with the engineering work. Arrangements must include where required any relocation of existing mains and services and dedication of easements for mains



and services.

**4.17** Action the following when an excavation extends below the level of the base of the footings of any building, structure or work on adjoining land:

- a. notify the owner of the adjoining land, and
- b. protect and support the building, structure or work from possible damage from the excavation, and
- c. underpin the building, structure or work where necessary, to prevent any such damage.

These actions must be undertaken by the person having the benefit of the development consent at their own expense.

**4.18.** Implement all recommendations of the geotechnical report(s) listed as supporting documentation in this development consent. Furthermore, the geotechnical engineer must provide written certification to the Principal Certifying Authority that all works have been carried out in accordance with the recommendations contained within the geotechnical report(s).

## **5. PRIOR TO ISSUE OF ANY OCCUPATION CERTIFICATE**

**5.1** All conditions under this section must be met prior to the issue of any Occupation Certificate.

**5.2** Submit an application for the Occupation Certificate to the Principal Certifying Authority for approval.

**5.3** Do not occupy the premises until the Occupation Certificate has been issued.

**5.4** Submit a Certificate of Compliance for all plumbing and drainage work and a Sewer Service Diagram showing sanitary drainage work (to be provided by licensed plumber) in accordance with the Plumbing and Drainage Act 2011.

**5.5** Provide the Principal Certifying Authority with written certification from a qualified landscape designer certifying that landscaping has been implemented in accordance with the approved landscape plan as amended by any conditions of this consent.

**5.6** Provide to the Principal Certifying Authority a design verification statement from a qualified designer, being a statement in which the qualified designer verifies that the residential flat development

achieves the design quality of the development as shown in the plans and specifications in respect of which the Construction Certificate was issued, having regard to the Design Quality Principles set out in Part 2 of *State Environmental Planning Policy No 65 - Design Quality of Residential Flat Development*.

**5.7** Provide a 12 off street car parking for residents of the building, and 2 spaces for the sole use of residential visitors to the building. The 9 remaining car spaces in the development must be allocated to commercial tenancies.

**5.8** Implement the following Crime Prevention through Environmental Design (CPTED) principles and strategies to minimise the opportunity for crime:

- a. provide adequate lighting to common areas as required under Australian Standard AS 1158: *Lighting for roads and public spaces*
- b. paint the ceiling of the car park white
- c. design of landscaping, adjacent to mailboxes and footpaths, must not provide concealment opportunities for criminal activity
- d. design the development to avoid foot holes or natural ladders so as to minimise unlawful access to the premises
- e. provide signage within the development to identify all facilities, entry / exit points and direct movement within the development
- f. install a system of Closed Circuit Television of a type and in locations on the site that will record high-quality images of all public areas within the site.

**5.9** Provide mail receptacles appropriately numbered for each dwelling unit in the development, as well as for the managing body, in consultation with Australia Post.

**5.10** Complete the building in accordance with the relevant provisions and requirements of the National Construction Code Series.

**5.11** Complete works within the road reserve that required approval under the *Roads Act 1993*. The works must be completed in accordance with Council's Civil Works Specification and Gosford DCP 2013 Chapter 6.3 - *Erosion Sedimentation Control*, and documentary evidence for the acceptance of such works must be obtained from the Roads Authority.

**5.12** Rectify any damage not shown in the dilapidation report submitted to Council before site works had commenced. Any damage will be assumed to have been caused as a result of the site works undertaken and must be rectified at the applicant's expense.

**5.13** Complete the internal engineering works within private property in accordance with the plans and details approved with the construction certificate.

**5.14** Amend the Deposited Plan (DP) to:

Include an Instrument under the *Conveyancing Act 1919* for the following restrictive covenants; with the Council having the benefit of these covenants and having sole authority to release and modify. Wherever possible, the extent of land affected by these covenants must be defined by bearings and distances shown on the plan.

a. Create a 'Restriction as to User' over all lots containing a nutrient/pollution facility restricting any alteration to such facility or the erection of any structure over the facility or the placement of any obstruction over the facility.

And,

Include an instrument under the *Conveyancing Act 1919* for the following positive covenants; with the Council having the benefit of these covenants and having sole authority to release and modify. Contact Council for wording of the covenant(s).

a. To ensure on any lot containing a nutrient / pollution facility that:

(i) The facility will remain in place and fully operational.

(ii) The facility is maintained in accordance with the operational and maintenance plan so that it operates in a safe and efficient manner

(iii) Council's officers are permitted to enter the land to inspect and repair the facility at the owners cost.

(iv) Council is indemnified against all claims of compensation caused by the facility.

Submit, to the Principal Certifying Authority, copies of registered title documents showing the restrictive and positive covenants.

**5.15.** Provide certification from a geotechnical engineer to the Principal Certifying Authority that all works have been carried out in accordance with the recommendations contained within the geotechnical report(s) listed as supporting documentation in this development consent.

## 6. ONGOING OPERATION

- 6.1** Operate and maintain all external lights in accordance with *the AS4282-1997: Control of the obtrusive effects of outdoor lighting*.
- 6.2** Line-mark and maintain the line-marking of all car parking areas and spaces required by this consent. Such spaces are to be made available to all users of the site at all times during trading hours.
- 6.3** Do not exceed 5dBA above the ambient noise level from the development or business measured at the boundary of the property.
- 6.4** Do not store materials, waste matter or products outside the building or the approved waste storage area at any time.
- 6.5** Do not obstruct loading bays when not in use.
- 6.6** Maintain the site landscaping for the life of the development.
- 6.7** Maintain the installed system of Closed Circuit Television (CCTV) that monitors / records all public areas within the site.
- 6.8** Load and unload delivery vehicles wholly within the site. Delivery vehicles must enter and exit the site in a forward direction.
- 6.9** Do not give to offensive noise as defined in the *Protection of the Environment Operations Act 1997*.
- 6.10** No obstructions to the wheel out of the waste bins are permitted including grills, speed humps, barrier kerbs etc.
- 6.11** Locate the approved waste storage enclosure / area as indicated on Project 14181, Drawing No DA101, Revision 6, dated 7 February 2018, prepared by Slater Architects.
- 6.12** Place the mobile garbage/recycling waste containers at a suitable location at the kerbside no earlier than the evening prior to the collection day and return to the approved Residential waste storage enclosure as soon as possible after service. The residents, caretaker, owner, Body Corporate are responsible for the placement and return of the mobile waste containers.

- 6.13** No obstructions to the wheel out of the waste bins are permitted including grills, speed humps, barrier kerbs, steps etc.
- 6.14** Comply with On-Going Use commitments detailed in the Waste Management Plan dated 16 Jun 2017 by Slater Architects.
- 6.15** Commercial waste to be serviced by a side loading waste collection vehicle at such times that do not conflict with Residential waste servicing.
- 6.16** Commercial mobile garbage bins to be transferred to the kerbside in Church Street on arrival of the private commercial waste contractor for servicing by a side lift waste collection vehicle and immediately returned to the approved Commercial waste storage enclosure.
- 6.17** Maintain the nutrient / pollution control facilities in accordance with the operation and maintenance plan.
- 6.18** The development will provide the following waste servicing requirements:
- a. 4 x 360L mixed waste MGB's serviced weekly
  - b. 4 x 360L recyclable waste MGB's serviced weekly
  - c. No 240 litre Green waste MGB's for kerbside collection

**Note:** No Green waste MGB's to be provided due to insufficient storage within the Residential waste storage enclosure. All garden/landscaping green waste to be removed off site by the garden/landscaping contractor.

## 7. PENALTIES

**7.1** Failure to comply with this development consent and any condition of this consent may be a **criminal offence**. Failure to comply with other environmental laws may also be a **criminal offence**.

Where there is any breach Council may without any further warning:

- Issue Penalty Infringement Notices (On-the-spot fines);

- Issue notices and orders;

- Prosecute any person breaching this consent, and/or



Seek injunctions/orders before the courts to retain and remedy any breach.

### Warnings as to Potential Maximum Penalties

Maximum Penalties under NSW Environmental Laws include fines up to \$1.1 Million and / or custodial sentences for serious offences.

## ADVISORY NOTES

Ensure the proposed building or works comply with the requirements of the *Disability Discrimination Act*.

**NOTE:** The *Disability Discrimination Act* (DDA) is a Federal anti-discrimination law.

The DDA covers a wide range of areas including employment, education, sport and recreation, the provision of goods, services and facilities, accommodation and access to premises. The DDA seeks to stop discrimination against people with any form of disability including physical, intellectual, sensory, psychiatric, neurological, learning, disfigurement or presence in the body of a disease-causing organism. This development consent does not indicate nor confirm that the application complies with the requirements of the DDA.

The inspection fee for works associated with approvals under the Roads Act is calculated in accordance with Council's current fees and charges policy.

Payment of a maintenance bond may be required for civil engineering works associated with this development. This fee is calculated in accordance with Council's fees and charges.

Carry out all work under this Consent in accordance with SafeWork NSW requirements including the *Workplace Health and Safety Act 2011 No 10* and subordinate regulations, codes of practice and guidelines that control and regulate the development industry.

### Dial Before You Dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial Before You Dig at [www.1100.com.au](http://www.1100.com.au) or telephone on 1100 before excavating or erecting structures. (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the

nominal location of plant or assets on the relevant property via contacting the Dial Before You Dig service in advance of any construction or planning activities.

Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the *Criminal Code Act 1995 (Cth)* and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on phone number 1800 810 443.

Separate application is required should the applicant require a new or upsized water supply connection to Council's water supply system.

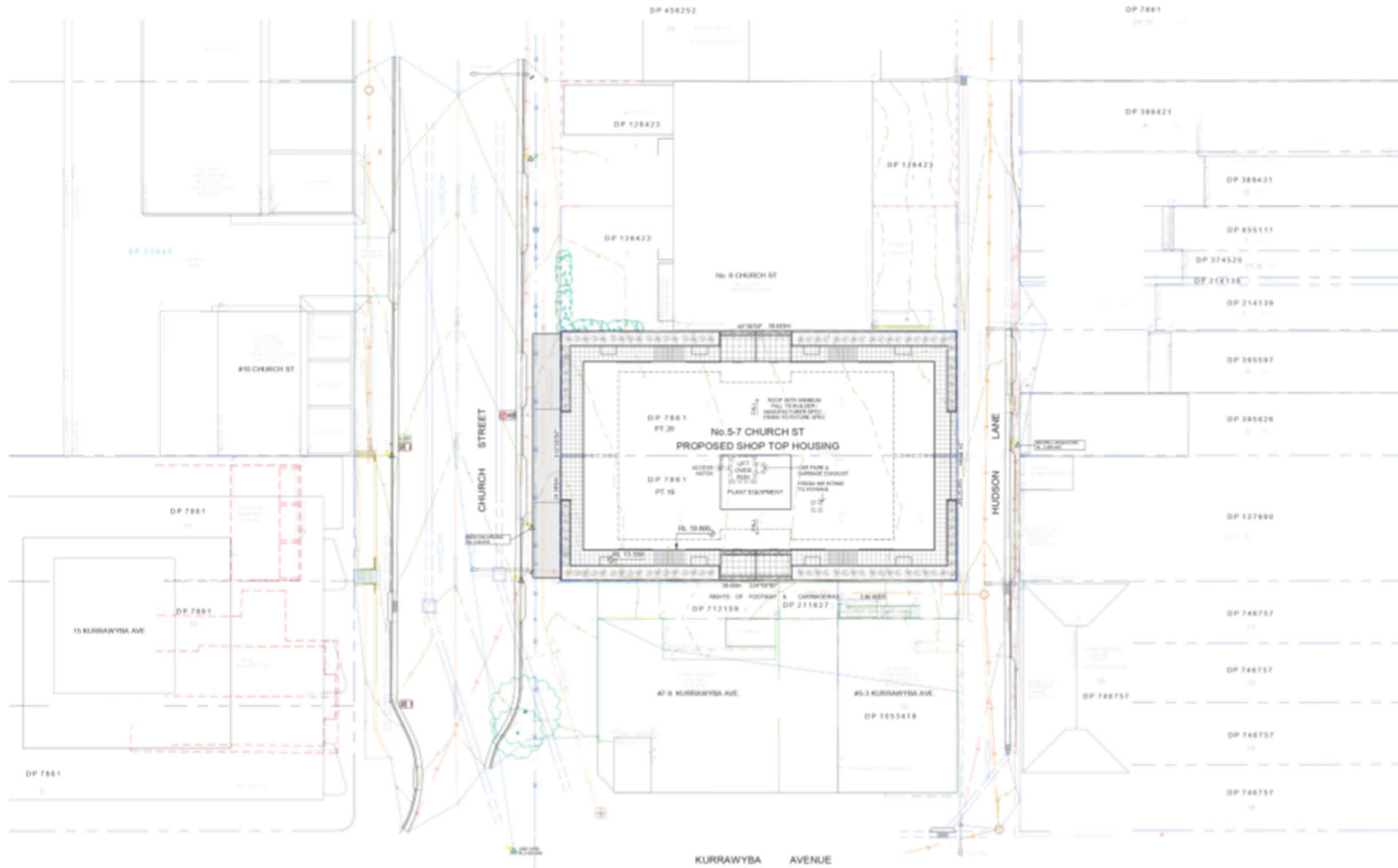
Discharge of sediment from a site may be determined to be a pollution event under provisions of the *Protection of the Environment Operations Act 1997*. Enforcement action may commence where sediment movement produces a pollution event.

The following public authorities may have separate requirements in the following aspects:

- a. Australia Post for the positioning and dimensions of mail boxes in new commercial and residential developments
- b. Jemena Asset Management for any change or alteration to the gas line infrastructure
- c. Ausgrid for any change or alteration to electricity infrastructure or encroachment within transmission line easements
- d. Telstra, Optus or other telecommunication carriers for access to their telecommunications infrastructure
- e. Central Coast Council in respect to the location of water, sewerage and drainage services

Install and maintain backflow prevention device(s) in accordance with Council's WS4.0 Backflow Prevention Containment Policy. This policy can be found on Council's website: [www.centralcoast.nsw.gov.au](http://www.centralcoast.nsw.gov.au)

This condition only applies if installation / alteration of plumbing and / or drainage works proposed (excludes stormwater drainage).



**GENERAL NOTES:**

- ALL LEVELS, CONTOURS AND R.L.S. ARE TO AUSTRALIAN HEIGHT DATUM LAHD AND ARE IN METRES U.N.O.
- DIMENSIONS ARE IN MILLIMETRES U.N.O.
- FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALE.
- ALL DIMENSIONS SHALL BE CHECKED AND VERIFIED BY THE BUILDER PRIOR TO COMMENCEMENT OF WORKS.
- SITE INFORMATION SHOWN ON THIS DRAWING HAS BEEN SUPPLIED BY OTHERS. NO RESPONSIBILITY IS TAKEN FOR ITS AUTHORITY OR ACCURACY. THE BUILDER SHALL VERIFY THE LOCATION OF ALL SERVICES, VEGETATION AND DIMENSIONS PRIOR TO COMMENCEMENT. ANY DISCREPANCIES SHOULD BE REPORTED TO SLATER ARCHITECTS.
- ALL WORK TO BE CONSTRUCTED IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL RELEVANT AUSTRALIAN STANDARDS AND STATUTORY REQUIREMENTS.
- ALL DRAWINGS AND DOCUMENTATION TO BE READ IN CONJUNCTION WITH SPECIALIST CONSULTANT REPORTS AND ENGINEERS DETAILS WHERE APPLICABLE.
- FLOOR STRUCTURE TO WET AREAS TO BE SET DOWN 50mm TO ALLOW FOR TILE FRESH FALL AND FINISH FLUSH WITH ADJOINING FLOOR FINISHES.
- SMOKE DETECTORS TO BE INSTALLED IN ACCORDANCE WITH AS1851.
- ALL EXTERNAL FITTINGS, WHERE STAINLESS STEEL, MUST BE 316 MARINE GRADE WITH PROTECTIVE ANTI CORROSION COATING.

**BASIC COMMITMENTS:**

- THE BUILDER AND/OR OWNER MUST ENSURE THAT ALL CONSTRUCTION IS DONE IN ACCORDANCE WITH THE SPECIFICATIONS LISTED IN THE CURRENT BANK CERTIFICATE.

**SITE LEGEND**

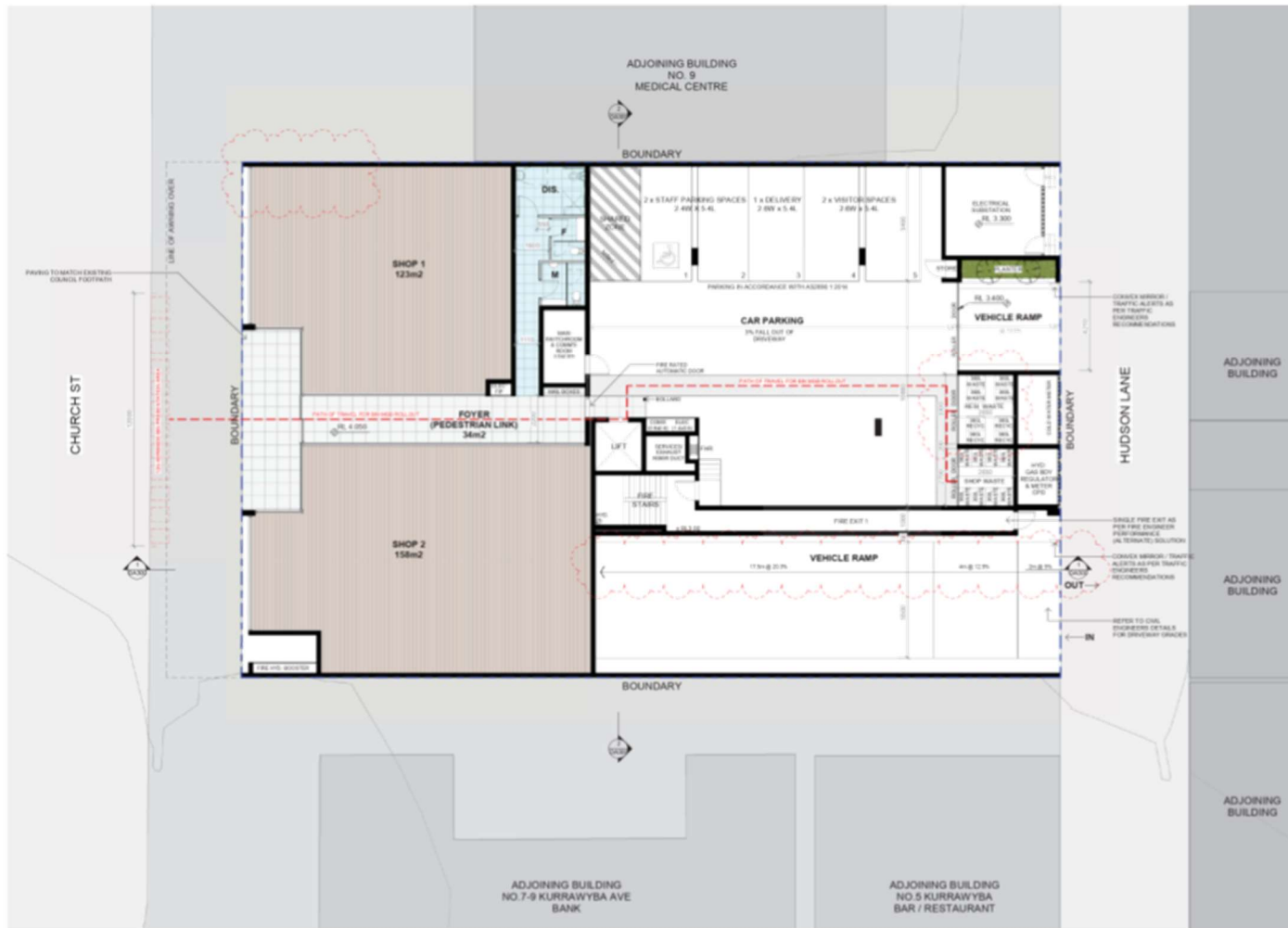
- - - COHTOURS (1.0m INTERVALS)
- - - EXISTING SEWER LINE
- - - EXISTING WATER LINE
- - - EXISTING WATER HYDRANT
- - - EXISTING TELSTRA LINE
- - - EXISTING POWER POLE
- - - EXISTING SEWER MAINTENANCE HOLE
- - - EXISTING SEWER INSPECTION OPENING
- - - EXISTING TREE TO REMAIN

CONTROL	MEASURE
SITE AREA	942sqm (BY SURVEY)
ZONING	B2 LOCAL CENTRE
PROPOSED USE	SHOP TOP HOUSING
CONSTRAINTS	FLOOD PRONE



**NOT FOR CONSTRUCTION**

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		No	Date	Description	By	Checked																													
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**FLOOR PLAN LEGEND**

- ROOF OVER
- - - BEAM OVER
- (door symbol) DOOR IDENTIFIER
- (window symbol) WINDOW & DOOR/WINDOW IDENTIFIER
- 2" 2" DOWNPIPE & DOWNPIPE WITH SPREADER
- UNO UNLESS NOTED OTHERWISE
- TYPICAL (APPLY THROUGHOUT)
- DW DISHWASHER
- MC MICROWAVE
- CT COOKTOP
- TVEY TVEY
- FR FRIDGE
- CD CLOTHES DRYER
- WM WASHING MACHINE
- MD SMOKE DETECTOR

**WALL LEGEND**

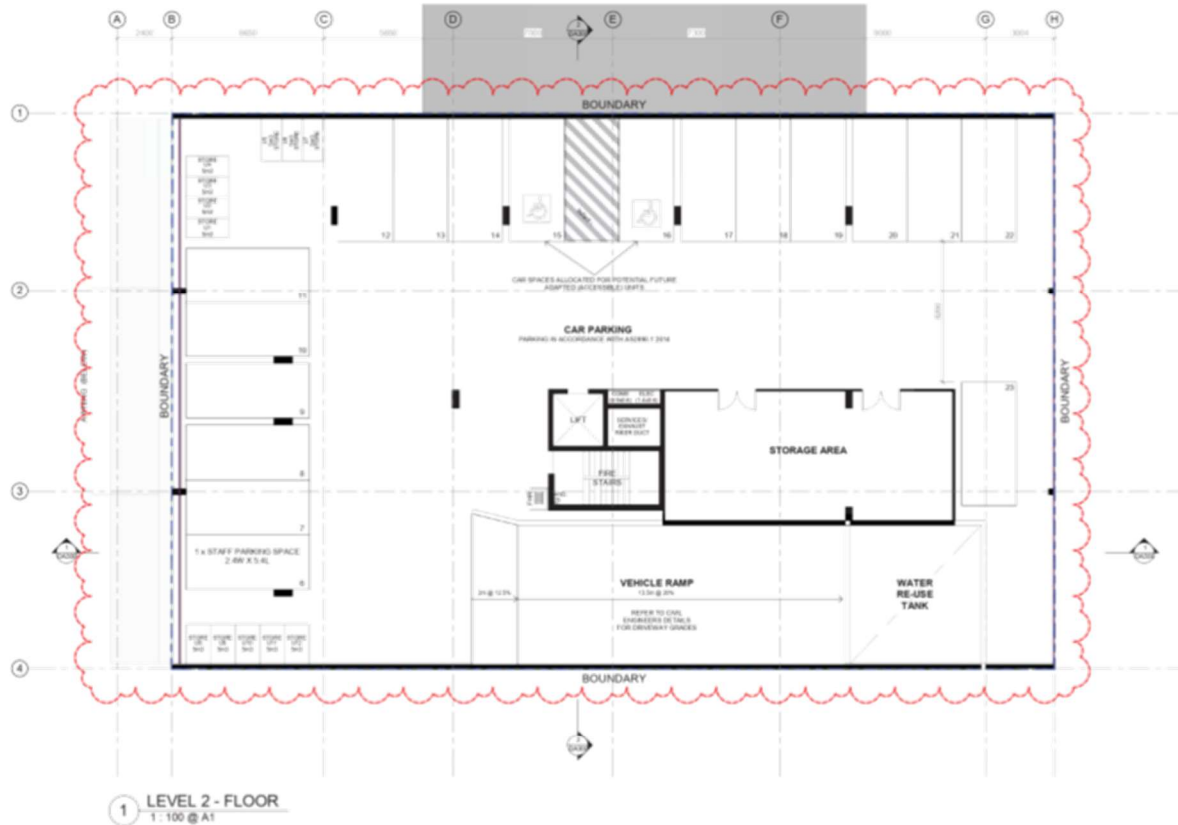
- NOTE: ANY LOADEARING WALL CONSTRUCTION TO ENGINEER'S DETAIL S. REFER AS PER ELEVATIONS AND FRAMES SCHEDULE
- 30mm STUD (TIMBER OR STEEL)
  - 200MM MASONRY / PARTY WALL
  - 200MM MASONRY WALL

1 LEVEL 1 - GROUND FLOOR  
1:100 @ A1



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<p><b>Notes</b></p> <p>1. Copyright Slater Architects. This drawing is the property of Slater Architects and copyright all reserved by Slater Architects. The drawing is issued on the condition that not be copied, reproduced, altered or disclosed to unauthorised persons without prior written consent. It is to be used only for the purpose for which it was prepared. Use for any other purpose is prohibited. The drawing is for information only and does not constitute a contract. It is to be used in conjunction with the relevant Building Code of Australia, Australian Standards, Statutory Regulations and local authority requirements. These codes and laws prevail over these drawings. It is also stated that the drawing is subject to any amendments as agreed to. It is a condition of these drawings that any amendments, alterations, variations and additions are to be made in accordance with the Building Code of Australia, Australian Standards, Statutory Regulations and local authority requirements. It is the responsibility of the client to ensure that all amendments, alterations, variations and additions are made in accordance with the Building Code of Australia, Australian Standards, Statutory Regulations and local authority requirements. It is the responsibility of the client to ensure that all amendments, alterations, variations and additions are made in accordance with the Building Code of Australia, Australian Standards, Statutory Regulations and local authority requirements.</p>	<p><b>Status</b></p> <p>DEVELOPMENT APPLICATION</p>	<p><b>Approvals</b></p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p> <p>14.01.2019 SUBMITTED FOR DEVELOPMENT APPLICATION</p>	<p><b>Client</b></p> <p>ANGOLET PTY LTD &amp; NATVA INVESTMENTS</p> <p><b>Project</b></p> <p>PROPOSED SHOP-TOP HOUSING</p> <p><b>Site</b></p> <p>PART LOTS 19 &amp; 20 DP7861</p> <p>5-7 CHURCH ST, TERRIGAL N.S.W 2260</p>	<p><b>Slater Architects</b> 30/30 WILSON ST, TERRIGAL NSW 2260 PH 02 4398 8888 www.slaterarchitects.com.au</p>	<p><b>North</b></p>	<p><b>Drawing Title</b></p> <p>LEVEL 1 - GROUND &amp; SITE PLAN</p> <p><b>AS Scale</b> 1:100</p> <p><b>AS Scale</b> 1:100</p> <p><b>AS Scale</b> 1:100</p> <p><b>AS Scale</b> 1:100</p>	<p><b>Design</b> C.S./D.B.C.</p> <p><b>Draw</b> Author</p> <p><b>Revision</b> 6</p>
		<p><b>Project No</b> 14181 DA101</p>	<p><b>Revision</b> 6</p>				



**FLOOR PLAN LEGEND**

- ROOF OVER
- BEAM OVER
- ⊕ DOOR IDENTIFIER
- ⊕ WINDOW & DOORWINDOW IDENTIFIER
- ⌞ DOWNPIPE & DOWNPIPE WITH SPREADER
- \*\*\* UNLESS NOTED OTHERWISE
- 700 TYPICAL (APPLY THROUGHOUT)
- ⌞ DISHWASHER
- ⌞ MICROWAVE
- ⌞ COOKTOP
- ⌞ SINK
- ⌞ FREDGE
- ⌞ CLOTHES DRYER
- ⌞ WASHING MACHINE
- ⊕ SMOKE DETECTOR

**WALL LEGEND**

NOTE: ANY LOUVERED WALL CONSTRUCTION TO ENGINEER'S DETAILS. FINISHES AS PER ELEVATIONS AND FINISH SCHEDULE

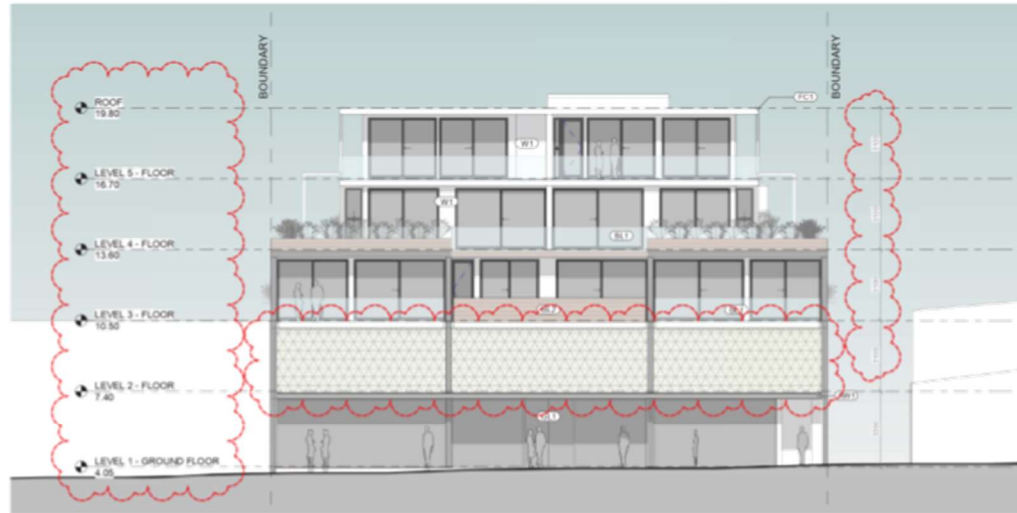
- 90mm STUD (TIMBER OR STEEL)
- 250MM MASONRY / PARTY WALL
- 200MM MASONRY WALL



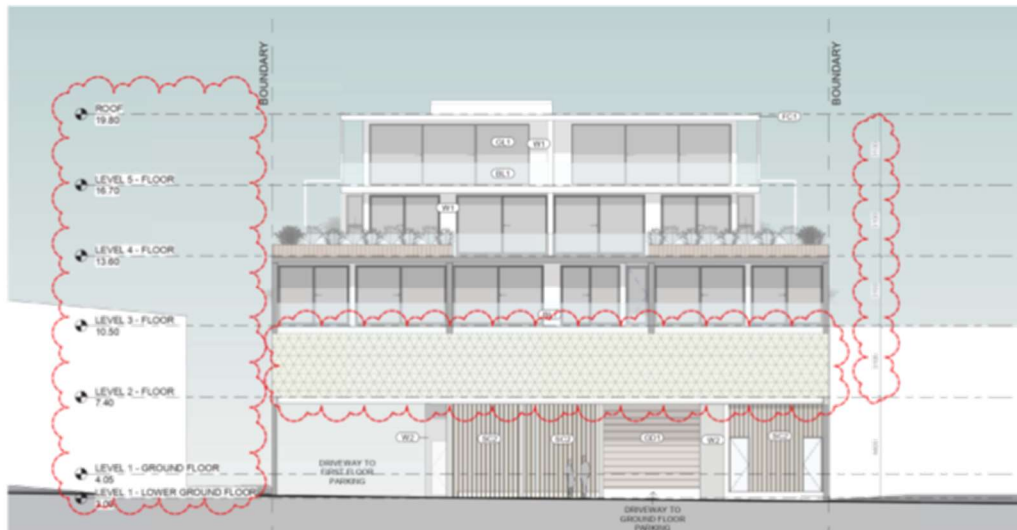
NOT FOR CONSTRUCTION

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No.	Date	Description	By																																		
1	07/02/2016	BASEMENT LEVEL REMOVED, RESIDENTIAL SPOTS REDUCED TO 10	JF																																		
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Project No. <b>14181</b>	Drawing No. <b>DA102</b>	Revision <b>4</b>																																			





2 SOUTH WEST ELEVATION (CHURCH ST)  
1: 100 @ A1



1 NORTH EAST ELEVATION (HUDSON LANE)  
1: 100 @ A1

MATERIAL FINISHES SCHEDULE	
CODE	DESCRIPTION
AW1	AWNING - STREET AWNING - STEEL FRAMED
BL1	BALUSTRADE - TYPE 1 GLASS WITH 316 SS FIXINGS AND CAPPING CHANNEL
BL2	BALUSTRADE - TYPE 2 SOLID, FACED WITH ALUMINIUM CLADDING - TIMBER LOOK
FC1	FASCIA (SLAB EDGE) COLOUR TO MATCH ADJACENT WALLING
GD1	GARAGE DOOR - SEMI VENTILATED METAL DOOR - LIGHT BRONZE
GL1	GLASS - CLEAR GLAZING, ALUMINIUM FRAMED
GW1	GREEN WALL - MIXED VARIETY & COLOUR (ARTIFICIAL - EXTERNAL GRADE)
SC1	SCREEN - TYPE 1 ALUMINIUM BATTEN SCREEN - WHITE
SC2	SCREEN - TYPE 1 ALUMINIUM BATTEN SCREEN - LIGHT BRONZE
W1	WALL - TYPE 1 MASONRY - WHITE (OR SIMILAR) FINISH
W2	WALL - TYPE 2 MASONRY WITH DECORATIVE PATTERN - GREY (OR SIMILAR) FINISH
W3	WALL - TYPE 3 MASONRY WITH TIMBER DECORATIVE PATTERN (OR SIMILAR) - LIGHT WHITE WASH

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**DEVELOPMENT APPLICATION**

Amendment	Date	Description
1	17/02/2016	BASEMENT LEVEL REMOVED, RESIDENTIAL SHAFT REDUCED TO 10
2	20/08/2017	REVISED WIND TESTS/RESULTS - RE-SUBMITTED FOR S.A.
3	17/07/2017	REVISION REQUIRED BY 'COM PLAN' RELOCATED TO BASEMENT
4	20/08/2017	PLAN FOR DEVELOPMENT APPLICATION

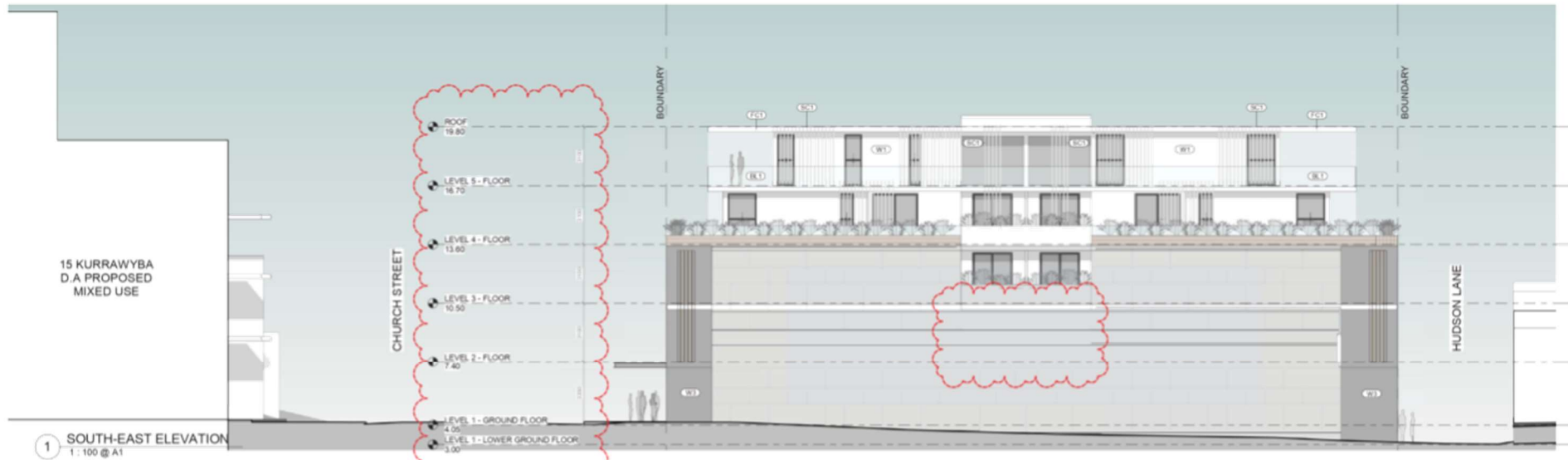
**Client**  
ANGOLET PTY LTD & NATVA INVESTMENTS

**Project**  
PROPOSED SHOP-TOP HOUSING

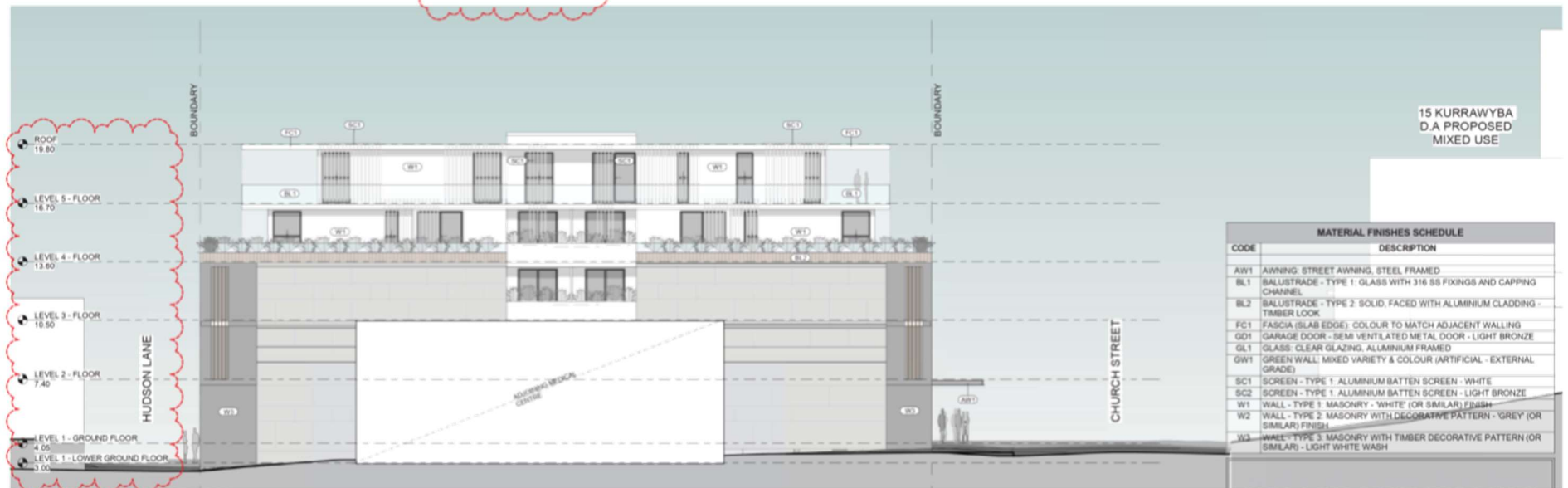
**Part Lots**  
PART LOTS 19 & 20 DP7861  
5-7 CHURCH ST, TERRIGAL N.S.W 2260



ELEVATIONS - STREET & LANEWAY			
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1:100	1/2" = 1' SCALE	C.S./D.B.C.	Author
Project No.	Drawing No.	Revision	
14181	DA200	4	



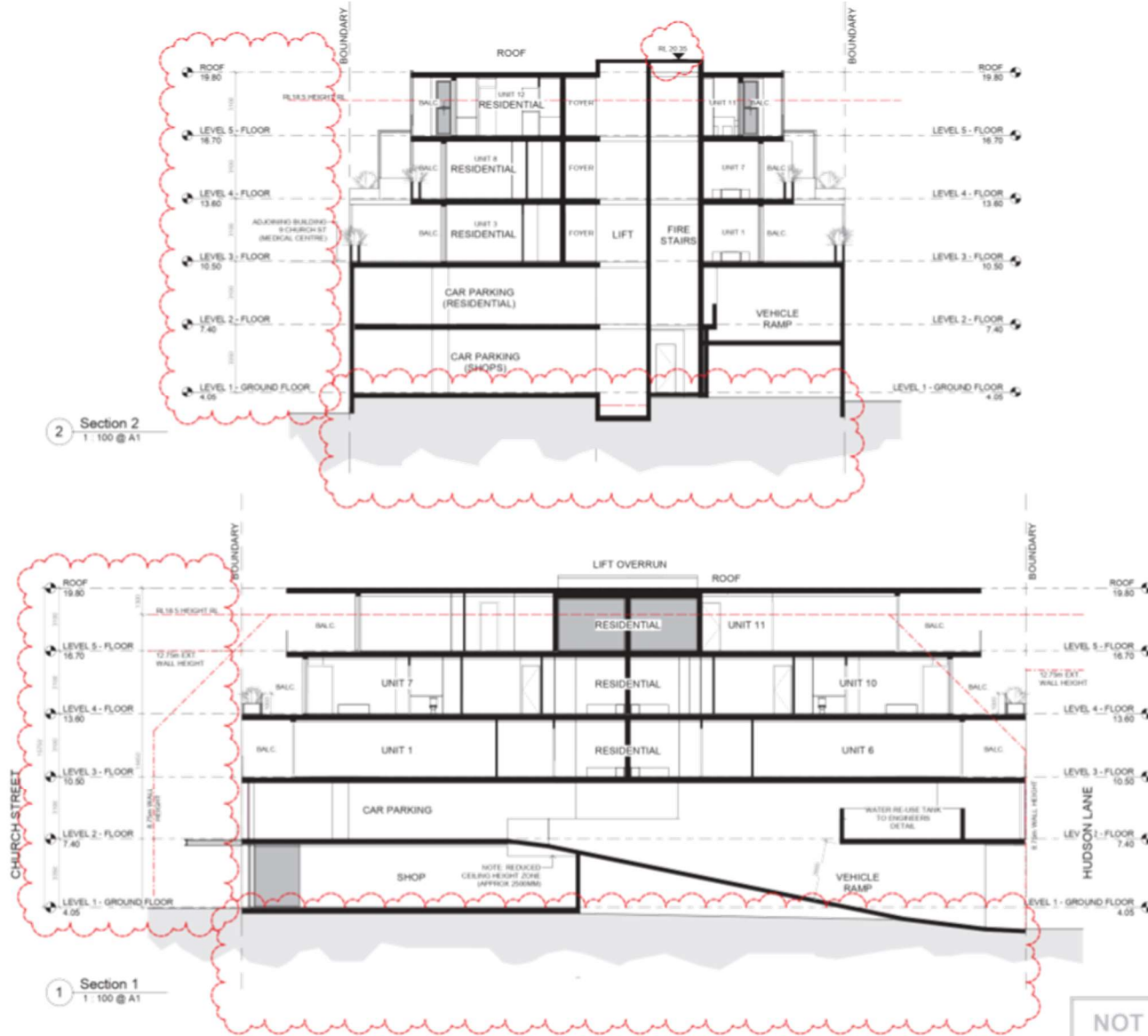
1 SOUTH-EAST ELEVATION  
1 : 100 @ A1



2 NORTH-WEST ELEVATION  
1 : 100 @ A1

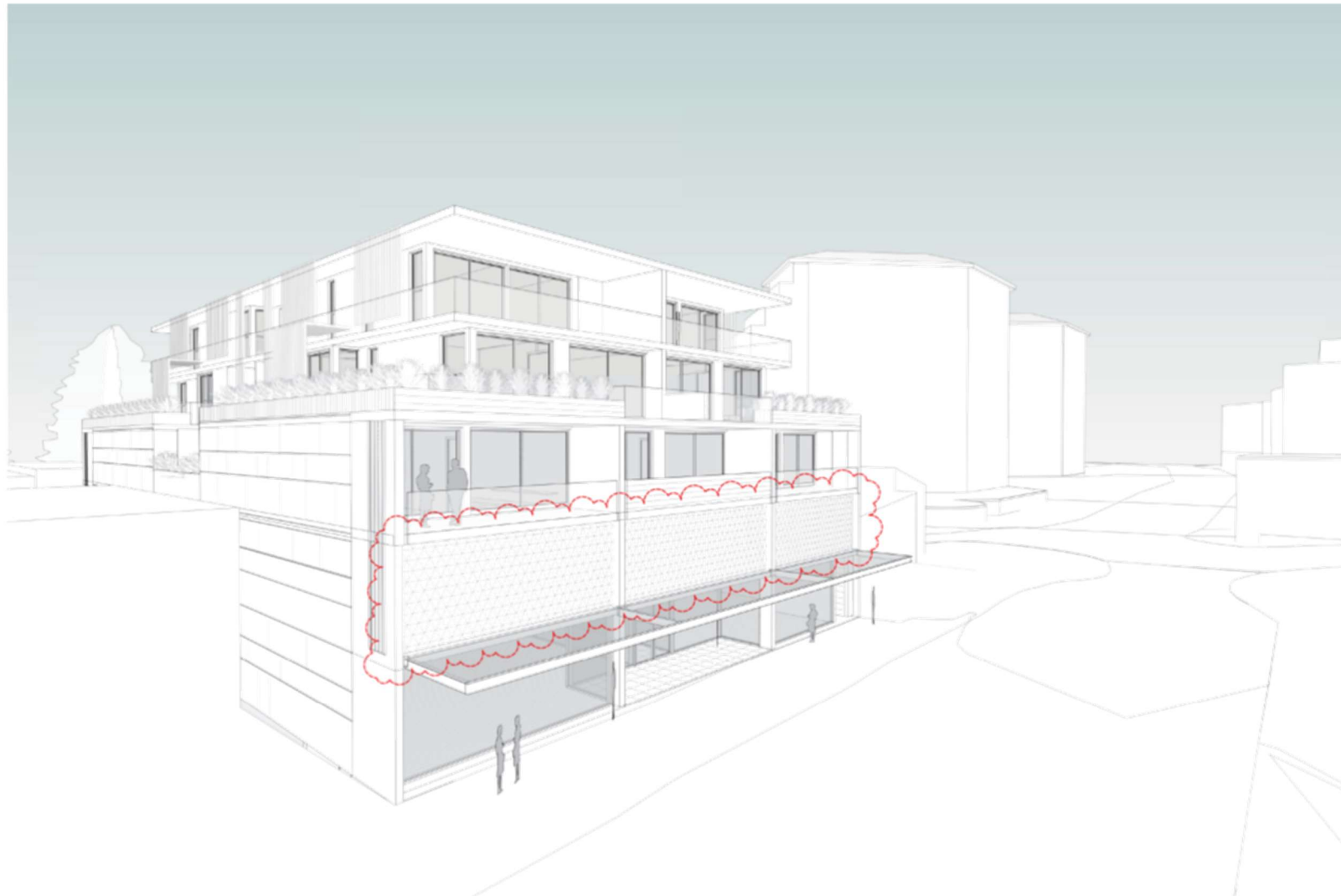
MATERIAL FINISHES SCHEDULE	
CODE	DESCRIPTION
AW1	AWNING - STREET AWNING - STEEL FRAMED
BL1	BALUSTRADE - TYPE 1: GLASS WITH 316 SS FIXINGS AND CAPPING CHANNEL
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W3	WALL - TYPE 3: MASONRY WITH TIMBER DECORATIVE PATTERN (OR SIMILAR) - LIGHT WHITE WASH

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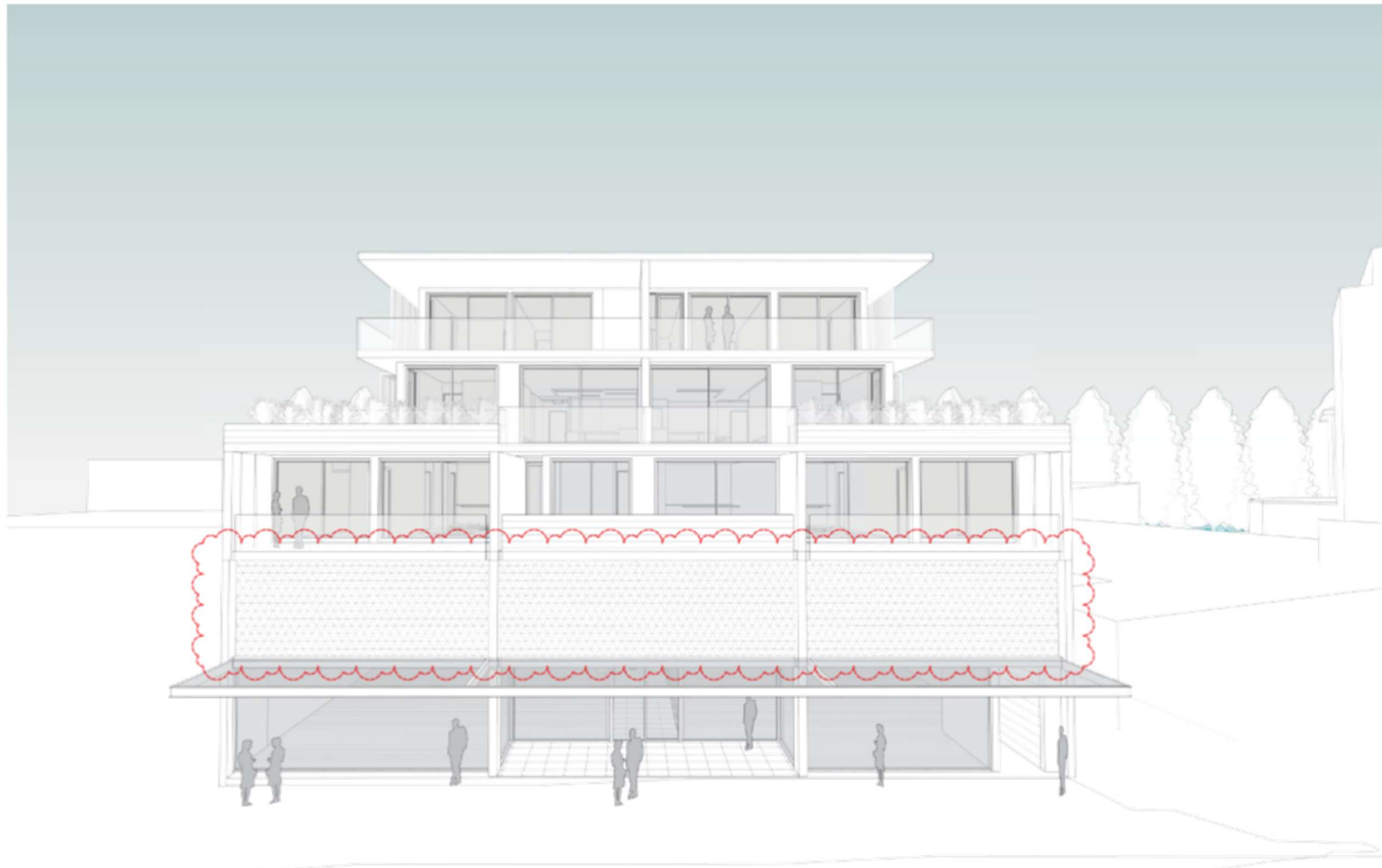
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<p><b>DEVELOPMENT APPLICATION</b></p>	<p><b>Scale</b> 1:100 @ A1</p>																					



1 CHURCH ST - WEST @ A1

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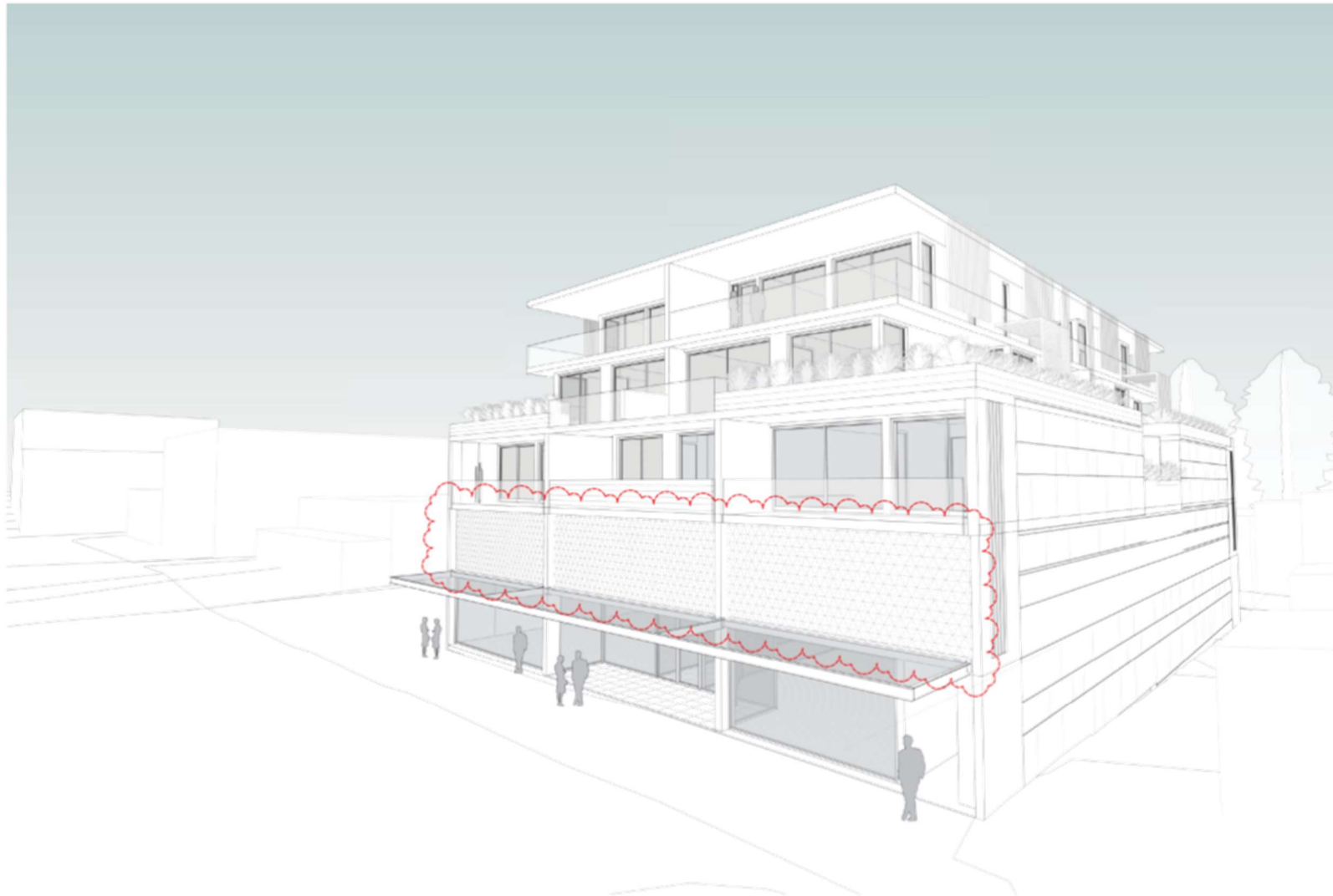


1 CHURCH ST - SOUTH WEST @ A1

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3	07/07/2017	SETBACK REDUCED BY 10M FROM RELEGATED TO BASEMENT	SLC																						
4	03/08/2017	STATUS FOR DEVELOPMENT APPLICATION	SLC																						
<p><b>Scale</b></p> <p>A3 Scale: A3 Scale: HALF A1 SCALE</p>																									





1 CHURCH ST - SOUTH  
@ A1

NOT FOR CONSTRUCTION

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**DEVELOPMENT APPLICATION**

Amendments	
1	BASEMENT LEVEL REMOVED, RESIDENTIAL UNITS REDUCED TO 10
2	BASE FINISHING ADDED
3	REVISED ROSE SETBACKS - RE-SUBMITTED FOR D.A.
4	BASEMENT REMOVED IN "CAR PARK RELOCATED TO BASEMENT"
5	STATUS FOR DEVELOPMENT APPLICATION
6	DATE

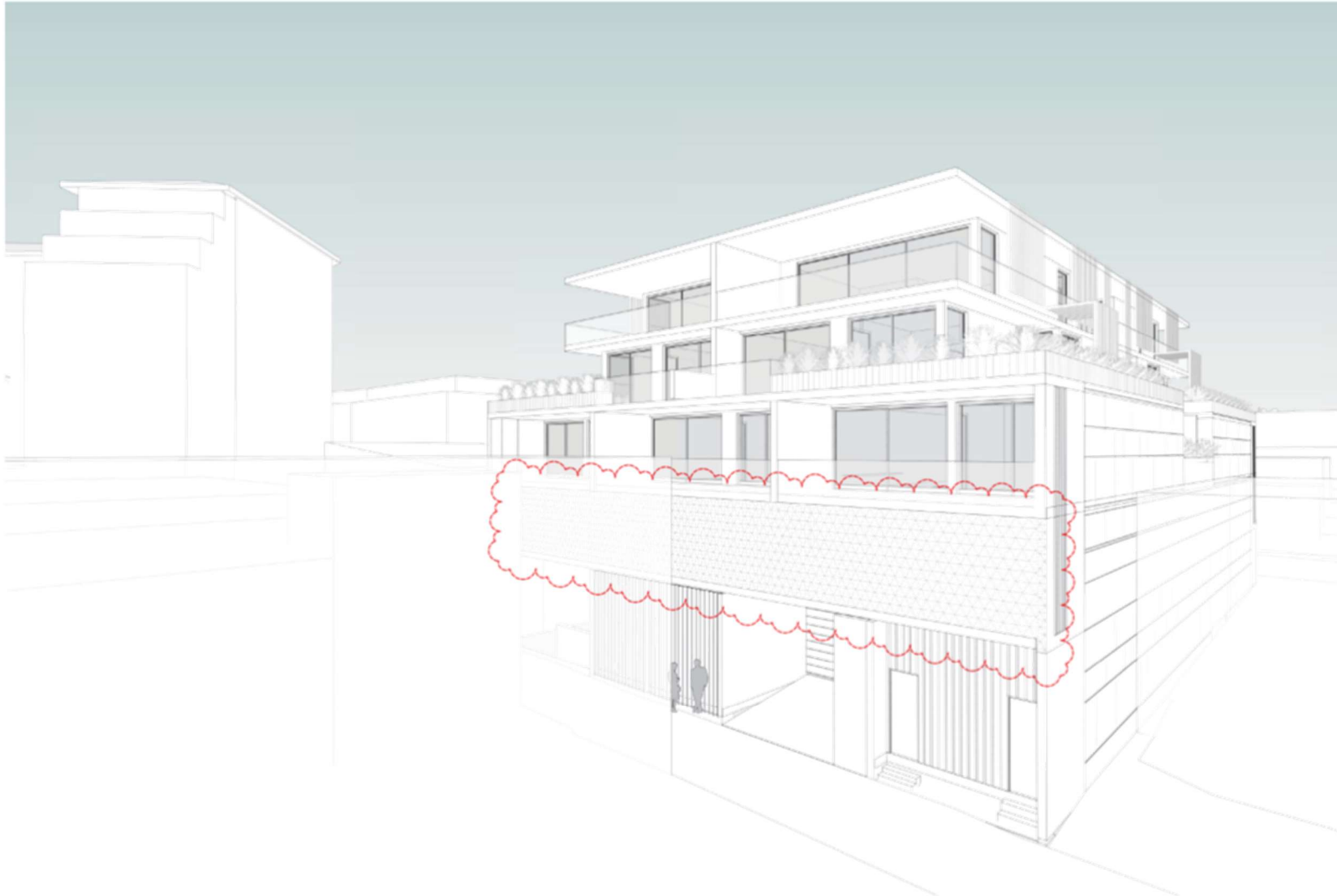
**Client**  
ANGOLET PTY LTD & NATVA INVESTMENTS

**Project**  
PROPOSED SHOP-TOP HOUSING

**Part Lots**  
PART LOTS 19 & 20 DP7861  
5-7 CHURCH ST, TERRIGAL N.S.W 2260



Drawing Title		
<b>PERPECTIVE - 3</b>		
A1 Scale	A3 Scale	Design
HALF A1 SCALE	HALF A1 SCALE	C.A./D.B.C.
Author	Drawn	Revision
14181	DA902	5



1 HUDSON LN - NORTH @ A1

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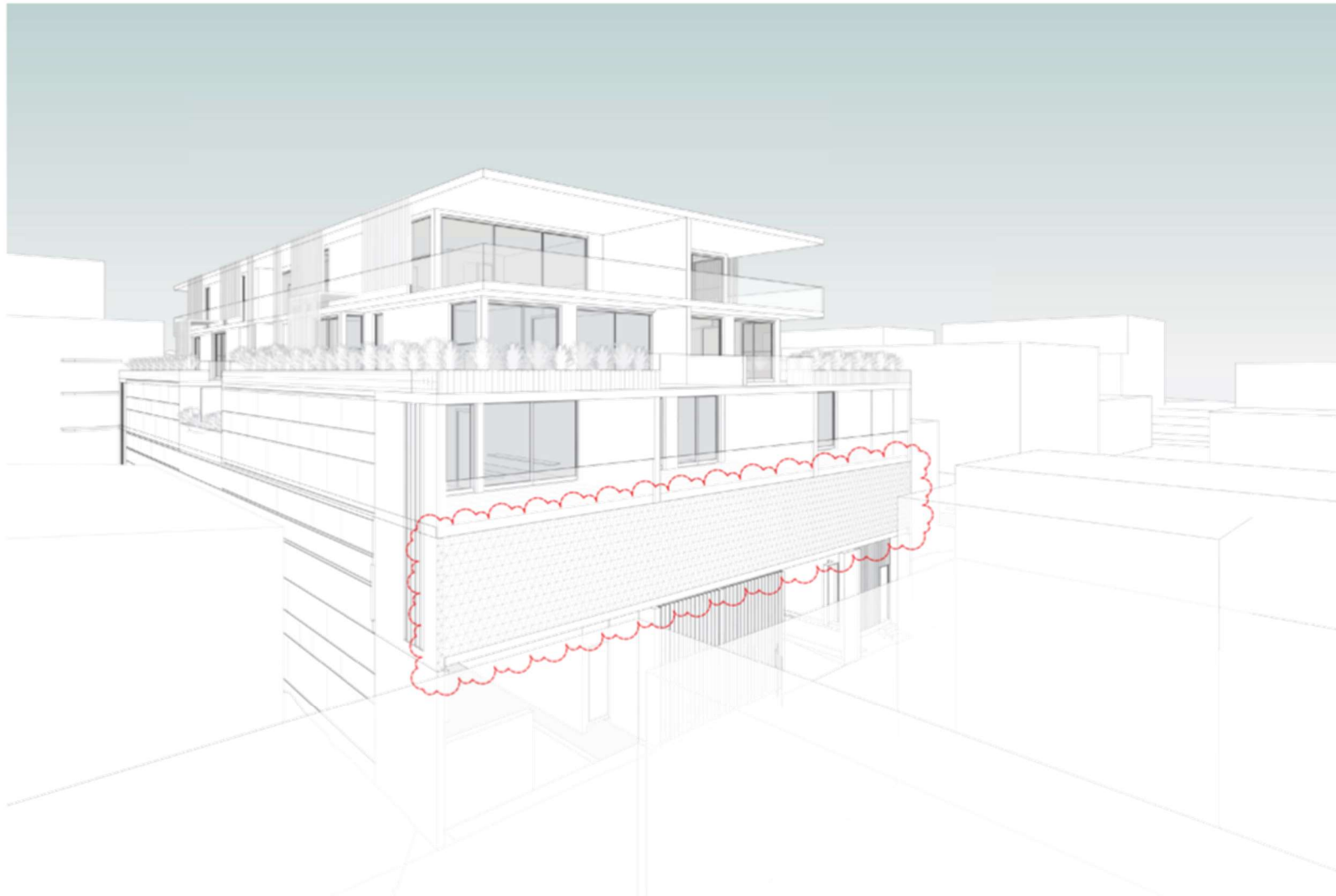
**DEVELOPMENT APPLICATION**

Date	Description	By	Checked
14/02/2014	BASEMENT LEVEL REMOVED, RESIDENTIAL DRAFTS REDUCED TO 10	SL	SL
14/02/2014	BASE DRAINING ADDED	SL	SL
20/04/2014	REVISED BASE SETBACKS - RESUBMITTED FOR D.A.	SL	SL
07/07/2014	BASEDRAFT REVISED TO COME FROM RELOCATED TO BASEDRAFT	SL	SL
03/08/2014	DRAWING FOR DEVELOPMENT APPLICATION	SL	SL

**Client**  
 ANGOLET PTY LTD & NATVA INVESTMENTS  
**Project**  
 PROPOSED SHOP-TOP HOUSING  
 PART LOTS 19 & 20 DP7861  
 5-7 CHURCH ST, TERRIGAL N.S.W 2260



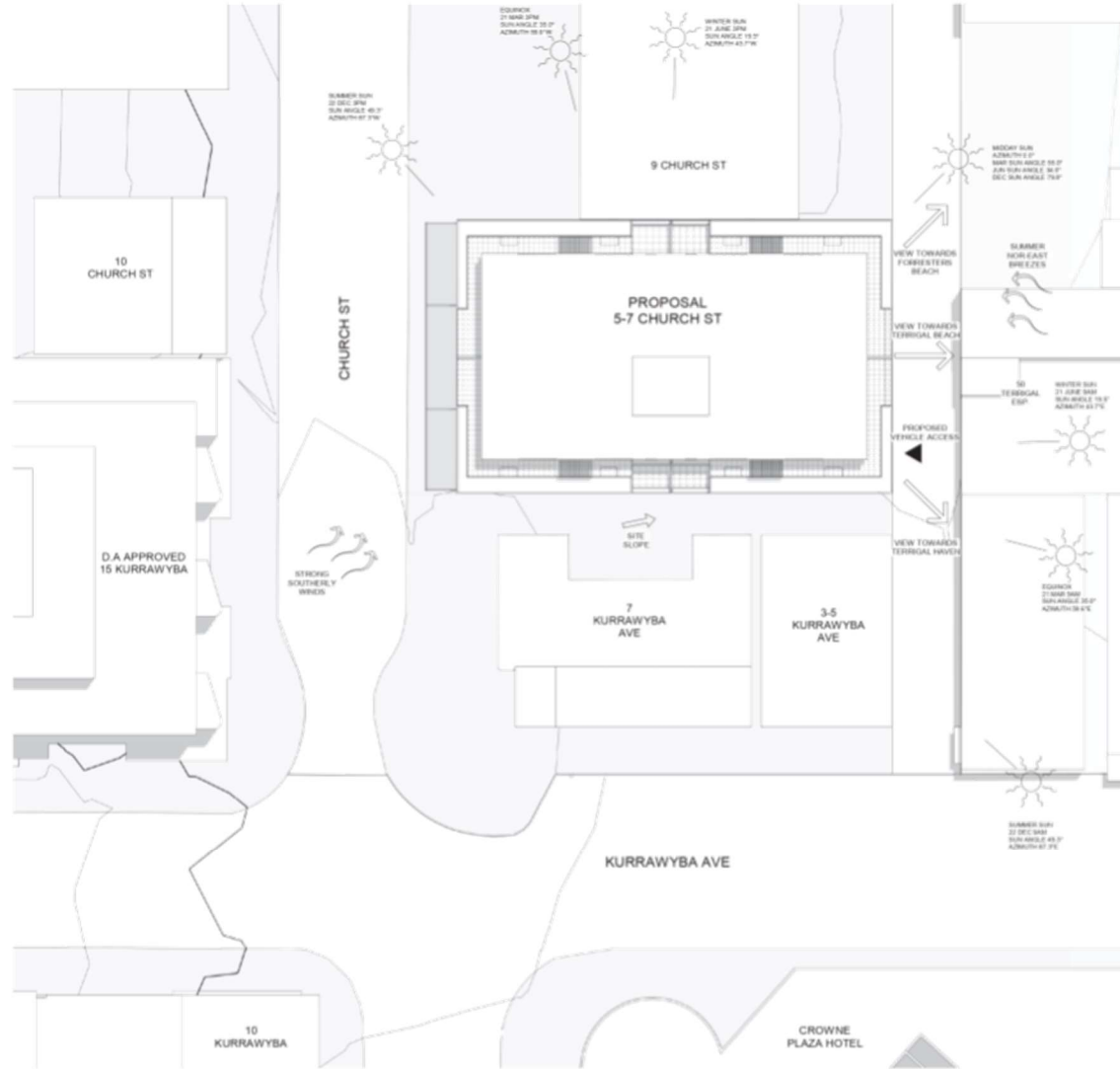
<b>Drawing Title</b> PERSPECTIVE - 4		
<b>All Scale</b> A3 Scale HALF A1 SCALE	<b>Design</b> C.A./D.B.C.	<b>Drawn</b> Author
<b>Project No.</b> 14181	<b>Drawing No.</b> DA903	<b>Revision</b> 5



1 HUDSON LN - EAST  
@ A1

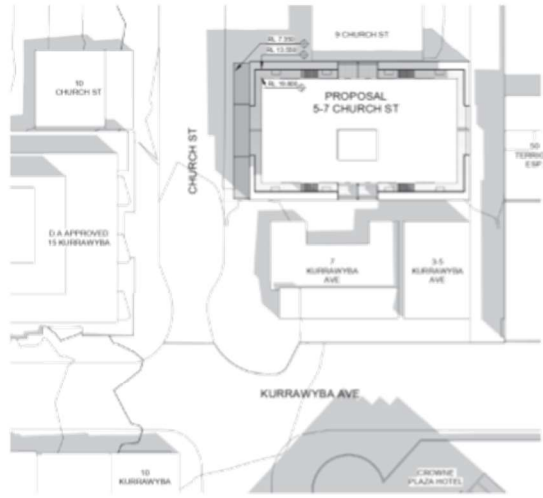
NOT FOR CONSTRUCTION

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			No.	Date	Description	By																											
1	27/02/2016	BASEMENT LEVEL REMOVED, RESIDENTIAL, DRAFTS REDUCED TO 10	JF																														
2	16/11/2017	BASE PLANING ADDED	SLC																														
3	25/08/2017	REVISED BASE SETBACKS - RESUBMITTED FOR D.A.	SLC																														
4	27/07/2017	SETBACK REDUCED IN CAR PARK RELOCATED TO BASEMENT	SLC																														
5	22/08/2017	STATUS FOR DEVELOPMENT APPLICATION	SLC																														
6																																	
<p><small>Scale 1:200 (20 The Central Coast Regional Council - 2008 - 2009) (as amended) (as of 2010/2011) (with amendments to 2014/15) (Interim State - Regional Councils) (1:100) (Available for viewing on Slates website 2010/2011/2012/2013)</small></p>																																	

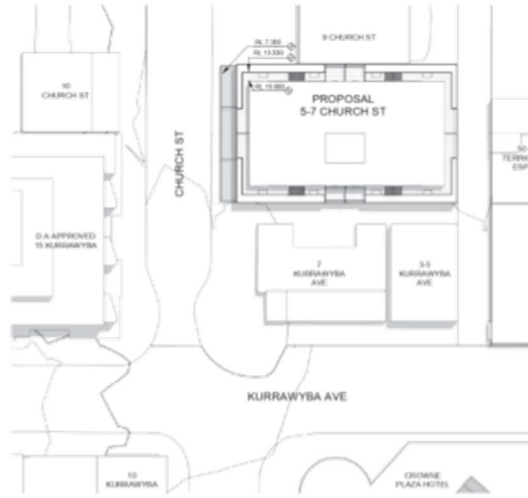


NOT FOR CONSTRUCTION

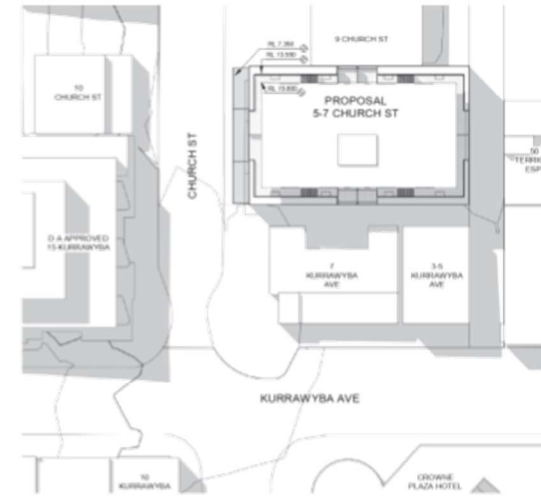
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			No.	Date	Description	By													
1	25.08.2017	REVISED SITE SETTINGS - RE-SUBMITTED FOR D.A.	SLA																
2	25.08.2017	PROPOSAL FOR DEVELOPMENT APPLICATION	SLA																
<p><small>Project: 14181 - 5-7 Church St, Terrigal - Development Application Part 1 of 2 - 04/2017</small></p>																			



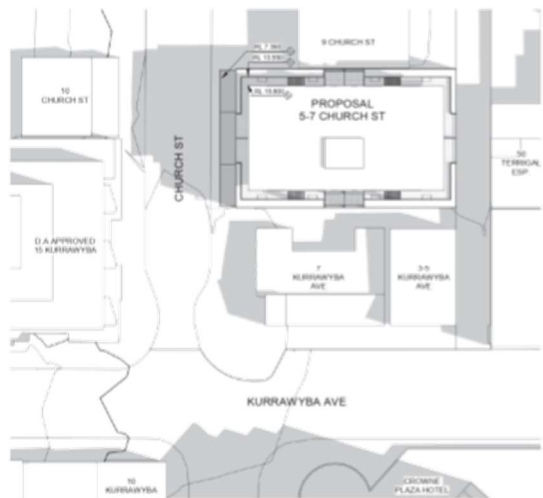
1 SHADOW - SUMMER - DECEMBER 21 - 9AM @ A1



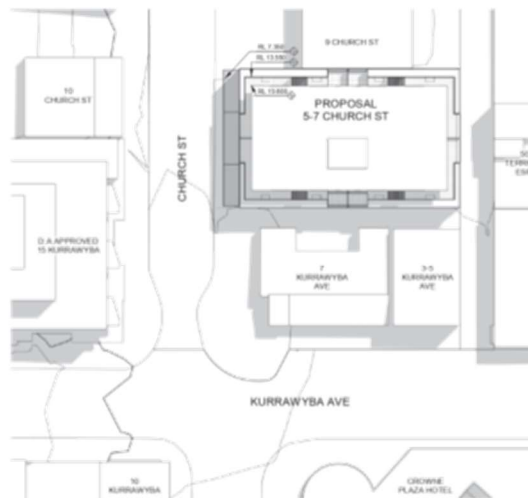
2 SHADOW - SUMMER - DECEMBER 21 - 12PM @ A1



3 SHADOW - SUMMER - DECEMBER 21 - 3PM @ A1



4 SHADOW - EQUINOX - MARCH 21 - 9AM @ A1



5 SHADOW - EQUINOX - MARCH 21 - 12PM @ A1



6 SHADOW - EQUINOX - MARCH 21 - 3PM @ A1

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**DEVELOPMENT APPLICATION**

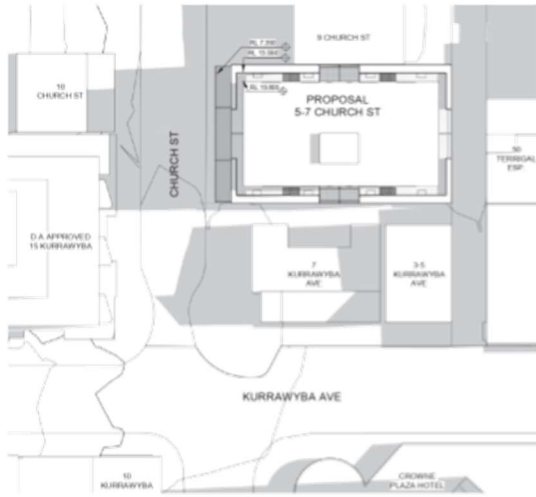
Amendments	Date	Description
1	07/02/2016	BASEMENT LEVEL REMOVED, RESIDENTIAL SHOPS REDUCED TO 10
2	26/08/2017	REVISED SEE SETBACKS - RESUBMITTED FOR D.A.
3	07/07/2017	SETBACK REDUCED BY 10M FROM RELOCATED TO BASEMENT
4	03/08/2017	STATUS FOR DEVELOPMENT APPLICATION

**Client**  
 ANGOLET PTY LTD & NATVA INVESTMENTS  
**Project**  
 PROPOSED SHOP-TOP HOUSING  
**Part Lots**  
 PART LOTS 19 & 20 DP7861  
 5-7 CHURCH ST, TERRIGAL N.S.W 2260

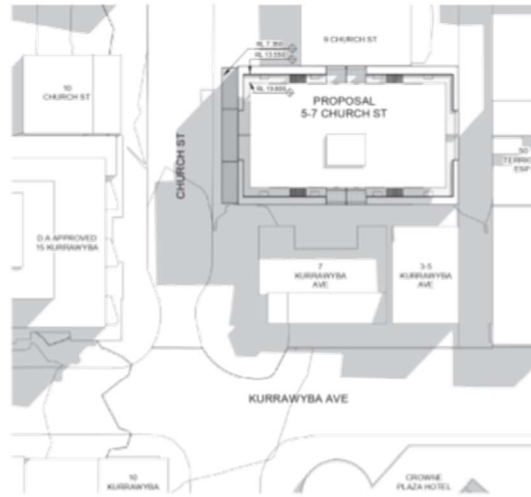


<b>Drawing Title</b> SHADOW DIAGRAMS-SUMMER+EQUINOX	<b>Scale</b> A1 Scale HALF A1 SCALE	<b>Design</b> S.A./D.B.C.	<b>Drawn</b> Author
<b>Project No.</b> 14181 SHD01	<b>Drawing No.</b> 4	<b>Revision</b>	

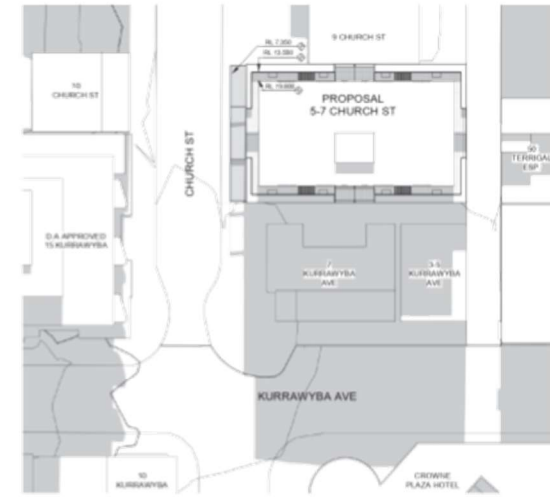




1 SHADOW - WINTER - JUNE 21 - 9AM @ A1



2 SHADOW - WINTER - JUNE 21 - 12PM @ A1



3 SHADOW - WINTER - JUNE 21 - 3PM @ A1

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 4. All work to be in accordance with Building Code of Australia, Australian Standards, State Planning Regulations and local Authority requirements. These codes and laws prevail over these drawings.  
 5. All shop drawings to be submitted and authorized by Slater Architects as approved.  
 6. Contractors to issue all their party supplies, electrical certificates and plumbing certificates as required to confirm meet all requirements and requirements to State, State and local authorities.

**DEVELOPMENT APPLICATION**

Amendment	Date	Description
1	07/02/2016	BASEMENT LEVEL REMOVED, RESIDENTIAL SPACES REDUCED TO 10
2	26/06/2017	REVISED ROOF NETWORKS, RE-SUBMITTED FOR D.A.
3	07/07/2017	PROPOSAL REVISED BY 'CAR PARK RELOCATED TO BACKYARD'
4	20/08/2018	PROPOSAL FOR DEVELOPMENT APPLICATION

**Client:** ANGOLET PTY LTD & NATVA INVESTMENTS  
**Project:** PROPOSED SHOP-TOP HOUSING  
**Part Lots:** 19 & 20 DP7861  
**Address:** 5-7 CHURCH ST, TERRIGAL N.S.W 2260



<b>SHADOW DIAGRAMS - WINTER</b>			
As Scale	A3 Scale	Design	Drawn
N.T.S	HALF AT SCALE	C.S./S.B.C	Author
Project No:	Drawing No:	Revision:	
14181	SHD02	4	



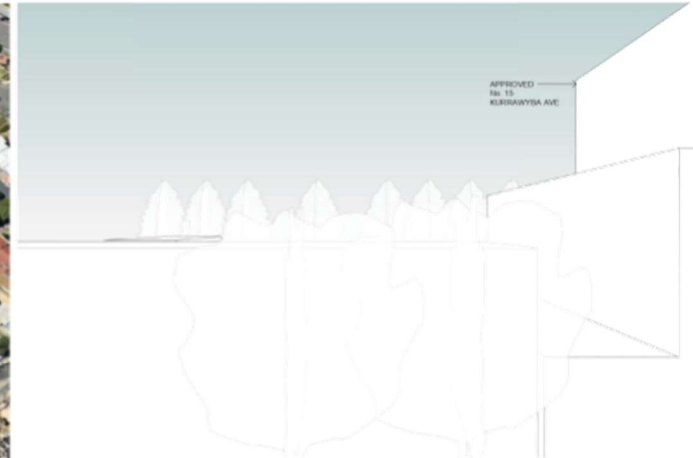
NO 7A CADELL ST, TERRIGAL (TAKEN FROM CADELL ST)



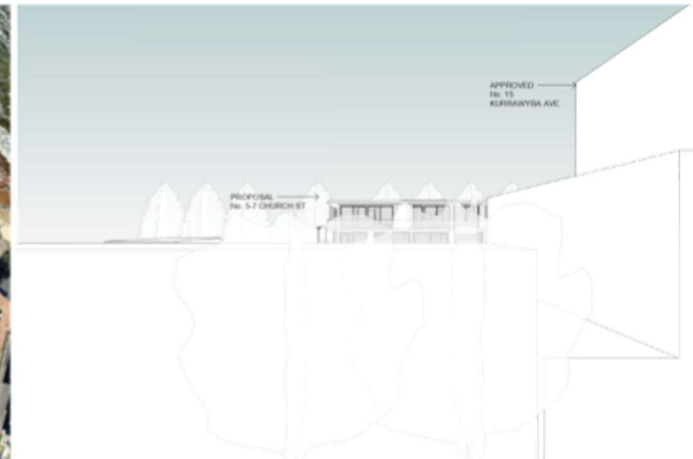
AXONOMETRIC AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



APPROXIMATE VIEW FROM 7A CADELL ST REAR DECK - EXISTING  
1 @ A1



APPROXIMATE VIEW FROM 7A CADELL ST REAR DECK - PROPOSED  
2 @ A1

NOT FOR CONSTRUCTION

\*NOTE: ALTHOUGH ALL CARE IS TAKEN IN THE ACCURACY OF THESE DIAGRAMS SOME APPROXIMATIONS ARE NECESSARY DUE TO LIMITED ACCESS TO PRIVATE PROPERTIES AND/OR LIMITED INFORMATION AVAILABLE

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**DEVELOPMENT APPLICATION**

Amendments	Date	Description
1	19/08/2017	REVISED TREE SETBACKS - RESUBMITTED FOR S.A
2	19/08/2017	REVISION REQUIRED FOR CAR PARK RELOCATION TO BACKSETUP
3	20/08/2017	FINAL FOR DEVELOPMENT APPLICATION

**Client**  
 ANGOLET PTY LTD & NATVA INVESTMENTS  
**Project**  
 PROPOSED SHOP-TOP HOUSING  
**Part Lots**  
 PART LOTS 19 & 20 DP7861  
 5-7 CHURCH ST, TERRIGAL N.S.W 2260



Drawing Title			
<b>VIEW ANALYSIS - 7A CADELL ST</b>			
At Scale	All Scale	Design	Drawn
	HALF AT SCALE	C.S./D.B.C.	Author
Project No.	Drawing No.	Revision	
14181	VA01	3	

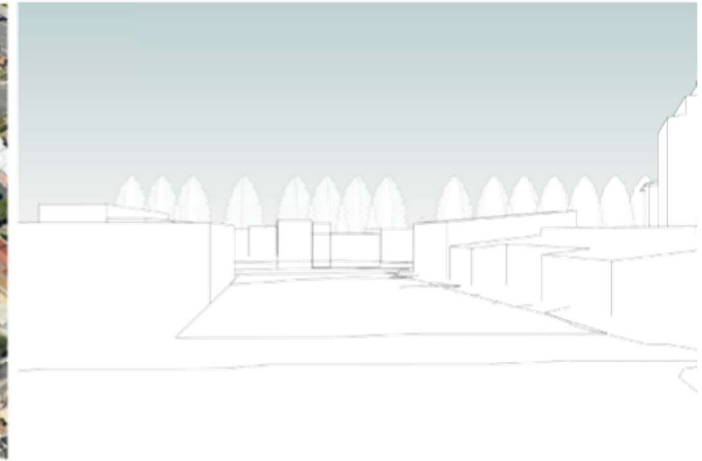
P:\14181\14181-57 Church St, Terrigal - Development\Rev1\FP-DA\_VA01.dwg 5/22/18 4:19:48



10 CHURCH ST, TERRIGAL (TAKEN FROM UNIT TERRACE)



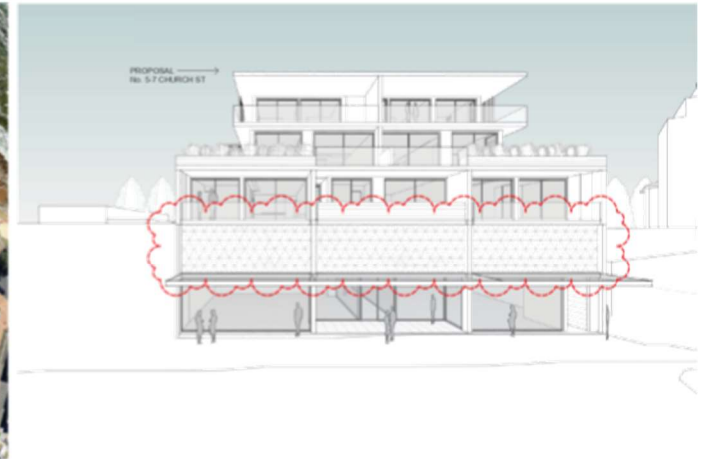
AXONOMETRIC AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



1 VIEW FROM NO. 10 CHURCH ST - EXISTING @ A1



AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



2 VIEW FROM NO. 10 CHURCH ST - PROPOSED @ A1

NOT FOR CONSTRUCTION

\*NOTE: ALTHOUGH ALL CARE IS TAKEN IN THE ACCURACY OF THESE DIAGRAMS SOME APPROXIMATIONS ARE NECESSARY DUE TO LIMITED ACCESS TO PRIVATE PROPERTIES AND/OR LIMITED INFORMATION AVAILABLE

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**DEVELOPMENT APPLICATION**

Amendment	Date	Description
1	07/02/2016	BASEMENT LEVEL REMOVED, RESIDENTIAL SHAFT REDUCED TO 10
2	26/08/2017	REVISED WEE SETBACKS - RESUBMITTED FOR D.A.
3	07/07/2017	SETBACK REDUCED TO 10M FROM RELEGATED TO 15M
4	03/05/2017	STATUS FOR DEVELOPMENT APPLICATION
5		DATE

**Client**  
 ANGOLET PTY LTD & NATVA INVESTMENTS  
**Project**  
 PROPOSED SHOP-TOP HOUSING  
**Part Lots**  
 PART LOTS 19 & 20 DP7861  
 5-7 CHURCH ST, TERRIGAL N.S.W 2260



Drawing Title			
<b>VIEW ANALYSIS - 10 CHURCH ST</b>			
A1 Scale	A1 Scale	Design	Drawn
HALF AT SCALE	HALF AT SCALE	C.S./D.B.C	Author
Project No.	Drawing No.	Revision	
14181	VA02	4	





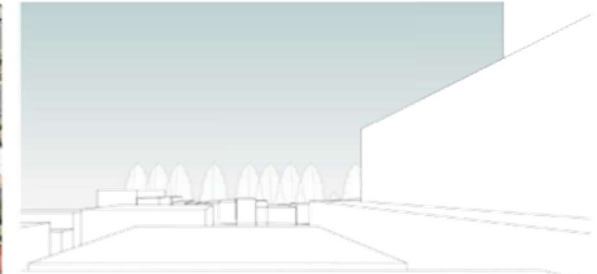
VIEW FROM UNIT 1, NO. 10 (SOURCE: REALESTATE.COM.AU)



AXONOMETRIC AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



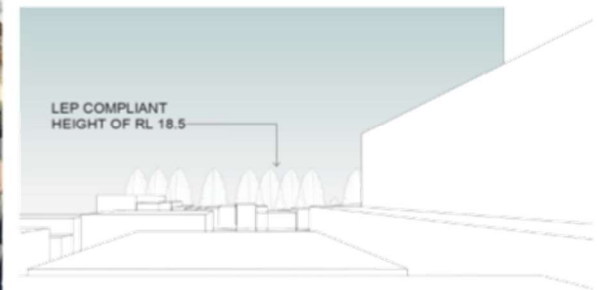
AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



1 VIEW FROM UNIT 1 NO. 10 (UPPER UNITS) CHURCH ST - EXISTING @ A1



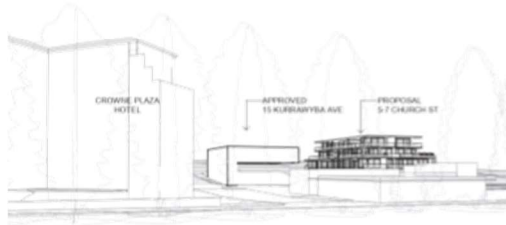
2 VIEW FROM UNIT 1 NO. 10 (UPPER UNITS) CHURCH ST - PROPOSED @ A1



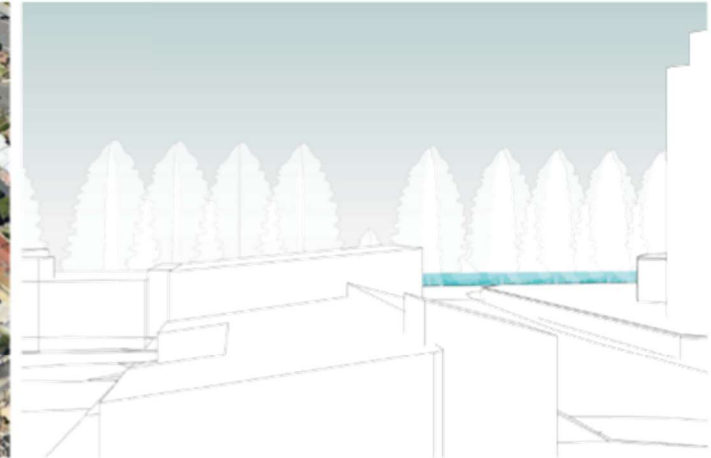
3 VIEW FROM UNIT 1 NO. 10 (UPPER UNITS) CHURCH ST - RL 18.5 @ A1

NOT FOR CONSTRUCTION

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AXONOMETRIC AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



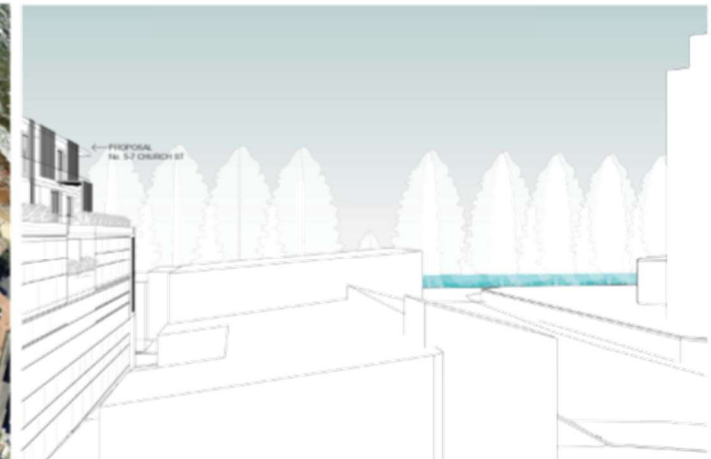
1 VIEW FROM APPROVED 15 KURRAWYBA AVE (CENTRE UNIT L2 FFL12.03) EXISTING @ A1



3 VIEW OF 15 KURRAWYBA FROM OCEAN (AT END OF KURRAWYBA AVE) @ A1



AERIAL IMAGE OF SITE CONTEXT (SOURCE: NEARMAPS)



2 VIEW FROM APPROVED 15 KURRAWYBA AVE (CENTRE UNIT L2 FFL12.03) PROPOSED @ A1

NOT FOR CONSTRUCTION

\*NOTE: ALTHOUGH ALL CARE IS TAKEN IN THE ACCURACY OF THESE DIAGRAMS SOME APPROXIMATIONS ARE NECESSARY DUE TO LIMITED ACCESS TO PRIVATE PROPERTIES AND/OR LIMITED INFORMATION AVAILABLE

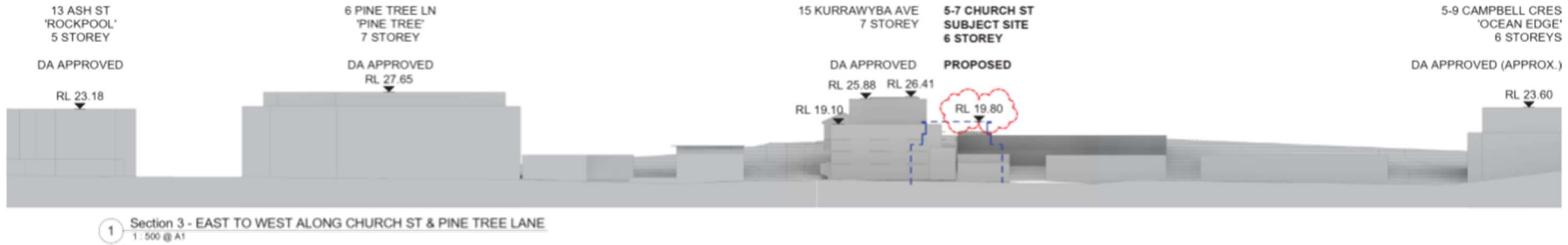
<p><b>DEVELOPMENT APPLICATION</b></p>	<p>Amendments</p> <table border="1"> <tr> <th>No.</th> <th>Date</th> <th>Description</th> <th>By</th> </tr> <tr> <td>1</td> <td>20/08/2017</td> <td>REVISED SITE SETBACKS - RESUBMITTED FOR D.A.</td> <td>SLATER</td> </tr> <tr> <td>2</td> <td>07/07/2017</td> <td>DESIGN APPROVED FOR CAR PARK RELOCATION TO BACKSETUP</td> <td>SLATER</td> </tr> <tr> <td>3</td> <td>05/08/2017</td> <td>STATUS FOR DEVELOPMENT APPLICATION</td> <td>SLATER</td> </tr> </table>	No.	Date	Description	By	1	20/08/2017	REVISED SITE SETBACKS - RESUBMITTED FOR D.A.	SLATER	2	07/07/2017	DESIGN APPROVED FOR CAR PARK RELOCATION TO BACKSETUP	SLATER	3	05/08/2017	STATUS FOR DEVELOPMENT APPLICATION	SLATER	<p>Client <b>ANGOLET PTY LTD &amp; NATVA INVESTMENTS</b></p> <p>Project <b>PROPOSED SHOP-TOP HOUSING</b></p> <p><b>PART LOTS 19 &amp; 20 DP7861</b> <b>5-7 CHURCH ST, TERRIGAL N.S.W 2260</b></p>	<p><b>SLATER</b> ARCHITECTS</p> <p>Level 1, 201/202 The Central Business Centre, Suite 1000, 2000 101 Wattle Street, Sydney, NSW 1510 Phone: 02 9550 2222 Fax: 02 9550 2220 www.slaterarchitects.com.au Ultimate Owner: Regeneration Australia Ltd, 1100 Hawthorn Place, Sydney NSW Australia 1510, 2011</p>	<p>North</p> <p>Drawing Title <b>VIEW ANALYSIS - 15 KURRAWYBA AVE</b></p> <p>All Scale: A1 Scale: HALF A1 SCALE Design: C.S./D.B.C. Drawn: Author</p> <p>Project No: 14181 VA03 Drawing No: 3 Revision:</p>
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<p><b>DEVELOPMENT APPLICATION</b></p>	<p><b>Client</b> ANGOLET PTY LTD &amp; NATVA INVESTMENTS</p> <p><b>Project</b> PROPOSED SHOP-TOP HOUSING</p> <p><b>Part Lots</b> PART LOTS 19 &amp; 20 DP7861</p> <p><b>Address</b> 5-7 CHURCH ST, TERRIGAL N.S.W 2280</p>	<p><b>SLATER</b></p> <p>Architects</p> <p>101/102 The Esplanade, Terrigal NSW 2280                  PO BOX 1010, Terrigal NSW 2280                  Ph: (02) 4377 4000 Fax: (02) 4377 4001                  Email: info@slaterarchitects.com.au                  Website: www.slaterarchitects.com.au                  Registration Number: 110                  Accredited by the Planning Institute of Australia (PIA) since 2004</p>	<p><b>Scale</b> A1 Scale 1:500</p> <p><b>Design</b> CA / D.B.C</p> <p><b>Drawn</b> Aurifer</p>
			<p><b>Project No.</b> 14181</p> <p><b>Drawing No.</b> CA01</p> <p><b>Revision</b> 1</p>

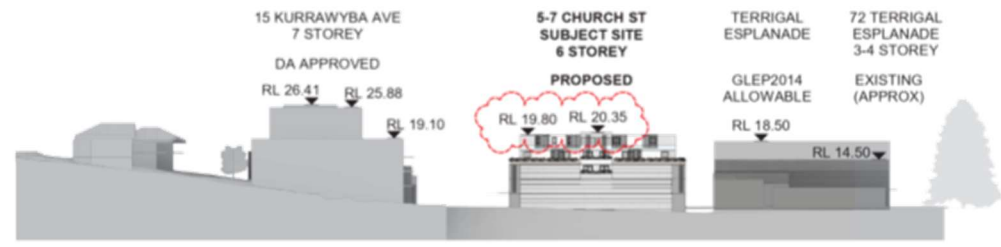




1 Section 3 - EAST TO WEST ALONG CHURCH ST & PINE TREE LANE  
1:500 @ A1



2 Section 4 - WEST TO EAST ALONG CHURCH ST & PINE TREE LANE  
1:500 @ A1



3 Section 5 - SOUTH TO NORTH ALONG KURRAWYBA AVE  
1:500 @ A1

NOT FOR CONSTRUCTION

<p><b>DEVELOPMENT APPLICATION</b></p>	<p><b>Client</b> ANGOLET PTY LTD &amp; NATVA INVESTMENTS</p>		<p><b>Project</b> PROPOSED SHOP-TOP HOUSING</p> <p><b>Part</b> PART LOTS 19 &amp; 20 DP7861 5-7 CHURCH ST, TERRIGAL N.S.W 2280</p>	<p><b>Sheet No.</b> 14181 CA02</p> <p><b>Revision</b> 4</p>
	<p><b>Project</b> PROPOSED SHOP-TOP HOUSING</p>			

## Strategic Assessment

### Central Coast Regional Plan Assessment

Direction	Applicable	Assessment/Comment
1. <i>Grow Gosford City Centre as the region's capital</i>	N/A	The subject site is not located proximate to Gosford City Centre
2. <i>Focus economic development in the Southern and Northern Growth Corridors</i>	N/A	The proposal seeks to rezone the subject site from RU6 Transition zone to R2 Low Density Residential and E2 Environmental Conservation. The subject proposal does not conflict with the location of any economic development.
3. <i>Support priority economic sectors</i>	N/A	The proposal does not conflict with priority economic sectors.
4. <i>Strengthen inter-regional and intra-regional connections for business</i>	N/A	The proposal does not include any business related uses or zones.
5. <i>Support new and expanded industrial activity</i>	N/A	The proposal does not include industrial activity or zones.
6. <i>Strengthen the economic self-determination of Aboriginal communities</i>	N/A	The subject area is not under caretaker ship of the local aboriginal land council. The proposal will be referred to them for comment if a Gateway is granted.
7. <i>Increase job containment in the region</i>	N/A	The proposal does not relate to job containment
8. <i>Recognise the cultural landscape of the Central Coast</i>	Yes	The subject site has environmental values suitable for retention. The vegetation on part of the site presents high amenity value for residents and visitors to the area. The proposal is considered to respect the cultural value of the area.
9. <i>Protect and enhance productive agricultural land</i>	N/A	The subject site is not within proximity to or identified as productive agricultural land.
10. <i>Secure the productivity and capacity of resource lands</i>	N/A	The subject site is not proximate to or identified as resource lands
11. <i>Sustain and balance productive landscapes west of the M1</i>	N/A	The subject land is not west of the M1.
12. <i>Protect and manage environmental values</i>	Yes	The proposal seeks to rezone the site from RU6 Transition zone to R2 Low Density Residential and E2 Environmental Conservation. The subject proposal is considered to be consistent with this Direction

		as it seeks to retain and enhance areas of conservation value.
13. <i>Sustain water quality and security</i>	N/A	The subject site is not located within the Drinking Water Catchment.
14. <i>Protect the coast and manage natural hazards and climate change</i>	Yes	The proposal is considered to be consistent with this Direction as flooding and stormwater measures will be utilised to minimise impacts upon the coast. The retention and enhancement of areas as biodiversity corridors is considered to be a positive outcome for the site.
15. <i>Create a well-planned, compact settlement pattern</i>	Yes	The proposal is consistent with this Direction. The subject site sits within an existing urban centre and presents an extension of an existing residential area.
16. <i>Grow investment opportunities in the region's centres</i>	N/A	The proposal does not include opportunities for investment at this stage.
17. <i>Align land use and infrastructure planning</i>	Yes	The proposal is consistent with this direction. The subject site sits within an existing urban area where infrastructure is available.
18. <i>Create places that are inclusive, well-designed and offer attractive lifestyles</i>	Yes	The proposed rezoning of the subject sites for residential purposes increases the potential for future development of the precinct to be inclusive, well designed and attractive for residents.
19. <i>Accelerate housing supply and improve housing choice</i>	Yes	The proposal is consistent with this Direction. The subject proposal seeks to rezone the subject site from RU6 Transition zone to R2 Low Density Residential and E2 Environmental Conservation. The increase in residential zoned lands enable accelerated supply and choice.
20. <i>Grow housing choice in and around local centres</i>	Yes	The proposal is consistent with this Direction. The proposal seeks to rezone the subject site from RU6 Transition zone to R2 Low Density Residential and E2 Environmental Conservation in an existing urban area proximate to local centres.
21. <i>Provide housing choice to meet community needs</i>	Yes	The delivery of land zoned R2 Low Density Residential enables sites to be developed for a variety of housing typologies.
22. <i>Deliver housing in new release areas that are best suited to building new communities</i>	Yes	The subject site is within an urban release area identified within the NWSSP.
23. <i>Manage rural lifestyles</i>	N/A	The subject site is not within a rural area.

## State and Sydney Region Environmental Planning Policy Assessment

State/Sydney Region Environmental Planning Policy	Comment
<b>SREP 8 – Central Coast Plateau Areas</b>	
<p>Aims:</p> <ul style="list-style-type: none"> <li>(a) to provide for the environmental protection of the Central Coast plateau areas and to provide a basis for evaluating competing land uses,</li> <li>(b) to encourage the use of land having a high agricultural capability for that purpose and, as much as possible, to direct development for non-agricultural purposes to land of lesser agricultural capability,</li> <li>(c) (Repealed)</li> <li>(d) to protect regionally significant mining resources and extractive materials from sterilization,</li> <li>(e) to enable development for the purposes of extractive industries in specified locations,</li> <li>(f) (Repealed)</li> <li>(g) to protect the natural ecosystems of the region, and</li> <li>(h) to maintain opportunities for wildlife movement across the region, and</li> <li>(i) to discourage the preparation of draft local environmental plans designed to permit rural residential development, and</li> <li>(j) to encourage the preparation of draft local environmental plans based on merits.</li> </ul>	Not applicable to the subject proposal.
<b>SREP 20 - Hawkesbury Nepean River (No 2 – 1997)</b>	
The aim of this plan is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.	Not applicable to the subject proposal.
<b>SEPP No. 19 – Bushland in Urban Areas</b>	
<p>Aims to protect and preserve bushland within urban areas because of:</p> <ul style="list-style-type: none"> <li>a) Its value to the community as part of the natural heritage,</li> <li>b) Its aesthetic value, and</li> </ul>	This SEPP does not apply in the former Wyong LGA.

State/Sydney Region Environmental Planning Policy	Comment
c) Its value as a recreational, educational and scientific resource	
<b>SEPP No. 44 – Koala Habitat</b>	
<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> <p>(a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and</p> <p>(b) by encouraging the identification of areas of core koala habitat, and</p> <p>(c) by encouraging the inclusion of areas of core koala habitat in environment protection zones</p>	<p>No assessment was undertaken by the proponent in regard to the requirements of SEPP 44.</p> <p>A Potential Koala Habitat assessment will be required to be undertaken as part of future ecological assessment to address SEPP 44 matters.</p>
<b>SEPP 55 – Remediation of Land</b>	
<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> <p>(a) by specifying when consent is required, and when it is not required, for a remediation work, and</p> <p>(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</p> <p>(c) by requiring that a remediation work meet certain standards and notification requirements.</p>	<p>A Phase 1 Contaminated Lands Assessment has been undertaken by a suitably qualified geotechnical engineer to demonstrate compliance with the requirements of SEPP 55.</p> <p>Based on the findings of the Phase 1 Contaminated Site Investigation, a detailed investigation is recommended to further investigate the potential contaminant sources listed above.</p>
<b>SEPP 62 – Sustainable Aquaculture</b>	
<p>Aims</p> <p>(a) to encourage sustainable aquaculture, including sustainable oyster aquaculture, in the State, namely, aquaculture development which uses, conserves and enhances the</p>	<p>Not applicable to the subject proposal.</p>



State/Sydney Region Environmental Planning Policy	Comment
<p>community's resources so that the total quality of life now and in the future can be preserved and enhanced, and</p> <p>(b) to make aquaculture development permissible in certain zones under the Standard Instrument, as identified in the NSW Land Based Sustainable Aquaculture Strategy, and</p> <p>(c) to set out the minimum site location and operational requirements for permissible aquaculture development (the minimum performance criteria), and</p> <p>(d) to establish a graduated environmental assessment regime for aquaculture development based on the applicable level of environmental risk associated with site and operational factors (including risks related to climate change, in particular, rising sea levels), and</p> <p>(e) to apply the Policy to land-based aquaculture development and oyster aquaculture development in the State and to include facility for extension of the Policy to natural water-based aquaculture.</p>	
<b>SEPP (Coastal Management ) 2018</b>	
<p>Aims:</p> <p>The aim of this Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with objects of the <i>Coastal Management Act 2016</i>, including the management objectives for each coastal management area, by:</p> <p>(a) managing development in the coastal zone and protecting the environmental assets of the coast, and</p> <p>(b) establishing a framework for land use planning to guide and decision-making in the coastal zone, and</p> <p>(c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the</p>	<p>The proposal is consistent with the requirements of State Environmental Planning Policy (Coastal Management) 2018. The site includes an area of mapped Coastal Wetlands, however the proposal does not include development in this vicinity.</p>

State/Sydney Region Environmental Planning Policy	Comment
purpose of the definitions in the Coastal Management Act 2016.	
<b>SEPP – (Mining, Petroleum &amp; Extractive Industries) 2007</b>	
<p>Aims:</p> <ul style="list-style-type: none"> <li>(a) to provide for the proper management and development of mineral, petroleum and extractive material resources for the purpose of promoting the social and economic welfare of the State, and</li> <li>(b) to facilitate the orderly and economic use and development of land containing mineral, petroleum and extractive material resources, and</li> <li>(b1) to promote the development of significant mineral resources, and</li> <li>(c) to establish appropriate planning controls to encourage ecologically sustainable development through the environmental assessment, and sustainable management, of development of mineral, petroleum and extractive material resources, and</li> <li>(d) to establish a gateway assessment process for certain mining and petroleum (oil and gas) development: <ul style="list-style-type: none"> <li>(i) to recognise the importance of agricultural resources, and</li> <li>(ii) to ensure protection of strategic agricultural land and water resources, and</li> <li>(iii) to ensure a balanced use of land by potentially competing industries, and</li> </ul> </li> <li>(iv) to provide for the sustainable growth of mining, petroleum and agricultural industries.</li> </ul>	<p>The subject site has not been identified as containing any mineral, petroleum or extractive resource materials.</p>
<b>SEPP (Vegetation in Non-Rural Areas) 2017</b>	
<p>The aims of this Policy are as follows:</p> <ul style="list-style-type: none"> <li>(a) to establish the process for assessing and identifying sites as urban renewal precincts,</li> </ul>	<p>Not applicable to the subject proposal. Site is not located within a zone dictated under this SEPP.</p>

State/Sydney Region Environmental Planning Policy	Comment
<p>(b) to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,</p> <p>(c) to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.</p>	

## Ministerial Section 9.1 Directions

Direction	Comment
<b>Employment &amp; Resources</b>	
<b>1.1 Business &amp; Industrial Zones</b>	
<p>Aims to encourage employment growth in suitable locations, protect employment land in business and industrial zones and to support the viability of identified centres.</p> <p>Applies when a planning proposal affects land within an existing or proposed business or industrial zone.</p>	<p>Not Applicable</p> <p>Subject area is not within an existing or proposed business or industrial zone.</p>
<b>1.2 Rural Zones</b>	
<p>Aims to protect the agricultural production value of rural land.</p> <p>Applies when a planning proposal affects land within an existing or proposed rural zone.</p>	<p>Not Applicable</p> <p>Subject area is not within an existing or proposed rural zone.</p>
<b>1.3 Mining, Petroleum Production and Extractive Industries</b>	
<p>Aims to ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.</p> <p>Applies when a planning proposal would have the effect of prohibiting the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials, or restricting the potential of development resources of coal, other mineral, petroleum or extractive materials which are of State or regional significance by permitting a land use that is likely to be incompatible with such development.</p>	<p>Applicable</p> <p>The subject site does not sit within an area to which State or regionally significant reserves of coal, minerals, petroleum or extractive minerals have been identified.</p> <p>The subject proposal is consistent with Direction 1.3 Mining, Petroleum Production and Extractive Industries.</p>
<b>1.4 Oyster Aquaculture</b>	
<p>Aims to ensure that Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area are adequately considered, and to protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and the health of oysters and consumers.</p> <p>Applies when a planning proposal could result in adverse impacts on a Priority Oyster Aquaculture Areas or current oyster aquaculture lease in the national parks estate or results in incompatible use of land between oyster aquaculture in a Priority Oyster Aquaculture Area or</p>	<p>Not Applicable</p>

Direction	Comment
current oyster aquaculture lease in the national parks estate and other land uses.	
<b>1.5 Rural Lands</b>	
<p>Aims to protect the agricultural production value of rural land; and facilitate the orderly and economic development of rural lands for rural and related purposes.</p> <p>Applies to local government areas to which State Environmental Planning Policy (Rural Lands) 2008 applies and prepares a planning proposal that affects land within an existing or proposed rural or environment protection zone.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<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>Applicable</p> <p>The subject proposal to rezone the site from RU6 Transition to R2 Low Density Residential and E2 Environmental Conservation will protect and enhance biodiversity corridors through the site.</p> <p>The subject proposal is consistent with Direction 2.1 Environmental Protection Zones.</p>
<b>2.2 Coastal Management</b>	
<p>Aims to protect and manage coastal areas of NSW.</p> <p>Applies when a planning proposal applies to land in the <i>Coastal Zone</i> as defined under the <i>Coastal Management Act 2016</i>.</p>	<p>Applicable</p> <p>Section 5 of the Coastal Management Act 2016 provides that the coastal zone means the area of land comprised of the following coastal management areas:</p> <ul style="list-style-type: none"> <li>(a) the coastal wetlands and littoral rainforests area,</li> <li>(b) the coastal vulnerability area,</li> <li>(c) the coastal environment area,</li> <li>(d) the coastal use area.</li> </ul> <p>The subject site contains a small area of Coastal Wetland in the north-western corner of the site. No future development is proposed in this corner of the site, with the exception of drainage works.</p> <p>The subject proposal is consistent with 2.2 Coastal Management.</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>Applicable</p> <p>There are no items of European heritage on the site. The site has not been formally surveyed for items of</p>



Direction	Comment
Applies when the relevant planning authority prepares a planning proposal.	indigenous cultural heritage. However, any items are likely to be contained in the area zoned for conservation purposes, as these areas align with overland flow paths. The subject proposal is consistent with 2.3 Heritage Conservation.
<b>2.4 Recreational Vehicle Areas</b>	
Aims to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles. Applies when the relevant planning authority prepares a planning proposal.	Applicable The subject proposal is not located within proximity to a recreational vehicle area nor does it propose to introduce one. The subject proposal is consistent with 2.4 Recreational Vehicle Areas.
<b>2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs</b>	
Aims to ensure that a balanced and consistent approach is taken when applying environmental protection zones and overlays to land on the NSW Far North Coast.	Not Applicable This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>Housing, Infrastructure and Urban Development</b>	
<b>3.1 Residential Zones</b>	
Aims to encourage a variety and choice of housing types to provide for existing and future housing needs, to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services and to minimise the impact of residential development on the environment and resource lands. Applies when a planning proposal affects land within an existing or proposed residential zone, and any other zone in which significant residential development is permitted or proposed to be permitted.	Applicable The subject proposal seeks to rezone the subject site from RU6 Transition to R1 General Residential and E2 Environmental Conservation. The proposed rezoning will increase the supply of residential zoned lands. The subject proposal is consistent with 3.1 Residential Zones.
<b>3.2 Caravan Parks and Manufactured Home Estates</b>	
Aims to provide for a variety of housing types and provide opportunities for caravan parks and manufactured home estates. Applies when the relevant planning authority prepares a planning proposal.	Applicable The subject proposal seeks to rezone the subject site from RU6 Transition to R2 Low Density Residential zone and E2 Environmental Conservation. The subject proposal does not outline intent to provide a caravan park or manufactured home estate. The subject proposal is consistent with 3.2 Caravan Parks and Manufactured Home Estates.
<b>3.3 Home Occupations</b>	

Direction	Comment
<p>Aims to encourage the carrying out of low impact small business in dwelling houses.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject proposal seeks to rezone the subject site from RU6 Transition to R2 Low Density Residential and E2 Environmental Conservation. Home Occupation is a permitted use within the R2 Low Density Residential zone.</p> <p>The subject proposal is consistent with 3.3 Home Occupations.</p>
<b>3.4 Integrating Land Use &amp; Transport</b>	
<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 dependence 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>Applicable</p> <p>The subject proposal seeks to zone the subject site for residential purposes in an existing urban area.</p> <p>The subject proposal is consistent with 3.4 Integrating Land Use &amp; Transport.</p>
<b>3.5 Development Near Regulated Airports and Defence Airfields</b>	
<p>Aims to ensure the effective and safe operation of regulated airports and defence airfields; to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and to ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise..</p> <p>Applies when a planning proposal creates, alters or removes a zone or provision relating to land near a regulated airport which includes a defence airfield.</p>	<p>Not Applicable</p> <p>The site is not located proximate to a regulated airport.</p>
<b>3.6 Shooting Ranges</b>	
<p>Aims to maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range, to reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land, and to identify issues that must be</p>	<p>Not Applicable</p> <p>Subject site is not proximate to a shooting range.</p>

Direction	Comment
<p>addressed when giving consideration to rezoning land adjacent to an existing shooting range.</p> <p>Applies when a relevant planning authority prepares a planning proposal that will affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.</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 planning proposal applies to land having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps.</p>	<p>Applicable</p> <p>The subject site is mapped as containing areas of ASS, the subject site sits within an existing urban area. For the purpose of rezoning the site, ASS is not considered an impediment.</p> <p>The subject site is consistent with 4.1 Acid Sulfate Soils.</p>
<b>4.2 Mine Subsidence &amp; Unstable Land</b>	
<p>Aims to prevent damage to life, property and the environmental on land identified as unstable or potentially subject to mine subsidence.</p> <p>Applies when a planning proposal permits development on land which is within a mine subsidence district, or identified as unstable in a study, strategy or assessment undertaken by or on behalf of the relevant planning authority or other public authority and provided to the relevant planning authority.</p>	<p>Applicable</p> <p>Consistent</p> <p>The site is located within a Mine Subsidence District. All development in a mine subsidence district must be constructed in accordance with Subsidence Advisory NSW (SA NSW) approval. The subject site is assigned under Guideline 2, which applies to properties that have been undermined by coal mine workings in the past and assessed by SA NSW as having the potential to be impacted by subsidence.</p> <p>The subject proposal is consistent with 4.2 Mine Subsidence &amp; Unstable Land.</p>
<b>4.3 Flood Prone Land</b>	
<p>Aims to ensure: development on flood prone land is consistent with NSW Government's Flood Prone Land Policy and principles of the Floodplain Development Manual 2005; and provisions of an LEP on flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts both on and off the subject land.</p> <p>Applies when a planning proposal creates, removes or alters a zone or provision that affects flood prone land.</p>	<p>Applicable</p> <p>A Council initiated flood study for the Lake Macquarie catchment is expected to be completed by the end of 2019. A small portion of the land is affected by the 1 in 100 year flood event (1% AEP). The 2 areas of concern within the subject site are located in the north-west and north-east of the site, and are each proposed to be the location of detention basins, rather than residential development.</p> <p>The subject proposal is consistent with 4.3 Flood Prone Land.</p>

Direction	Comment
<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>Applicable</p> <p>The subject land is classified as Bush Fire affected.</p> <p>A Preliminary Bushfire Assessment Report (2018) has been prepared to support the planning proposal. This report includes recommended APZs to be implemented as part of the proposal. The proposed measures will contribute to the amelioration of the potential impact of any bushfire on the proposed development.</p> <p>The subject proposal is consistent with 4.4 Planning for Bushfire Protection.</p>
<b>Regional Planning</b>	
<b>5.1 Implementation of Regional Strategies</b>	
<p>Aims to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.2 Sydney Drinking Water Catchments</b>	
<p>Aims to protect water quality in the Sydney drinking water catchment.</p> <p>Applies when a relevant planning authority prepares a planning proposal that applies to Sydney's hydrological catchment.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.3 Farmland of State and Regional Significance on the NSW Far North Coast</b>	
<p>Aims to: ensure that the best agricultural land will be available for current and future generations to grow food and fibre, to provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning, and reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas..</p> <p>Applies to Ballina, Byron, Kyogle, and Tweed Shire Councils, Lismore City Council and Richmond Valley Council except within areas contained within the "urban growth areas" mapped in the North Coast Regional Plan 2036..</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.4 Commercial and Retail Development along the Pacific Highway, North Coast</b>	
<p>Aims to manage commercial and retail development along the Pacific Highway, North Coast.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>



Direction	Comment
Applies to all councils between and inclusive of Port Stephens and Tweed Shire Councils.	
<b>5.9 North West Rail Link Corridor Strategy</b>	
<p>Aims to promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) and ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.</p> <p>Applies to the This Direction applies to Hornsby Shire Council, The Hills Shire Council and Blacktown City Council.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.10 Implementation of Regional Plans</b>	
<p>Aims to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The Central Coast Regional Plan 2036 identifies this location as part of the Northern Growth Corridor and is identified for residential development. The planning proposal will facilitate the achievement of Goal 4 by planning for 'a variety of housing choices to suit needs and lifestyles'. Direction 22 seeks to 'deliver housing in new release areas that are best suited to building new communities'. Action 22.1 requires the coordination of infrastructure delivery to support the North Wyong Shire Structure Plan release areas. In this regard the proposed development can be suitably serviced.</p> <p>The subject proposal is consistent with 5.10 Implementation of Regional Plans.</p>
<b>5.11 Development of Aboriginal Land Council Land</b>	
<p>Aims to provide for the consideration of development delivery plans prepared under State Environmental Planning Policy (Aboriginal Land) 2019 when planning proposals are prepared by a planning proposal authority.</p> <p>Applies when the relevant planning authority prepares a planning proposal for land shown on the Land Application Map of State Environmental Planning Policy (Aboriginal Land) 2019.</p>	Not Applicable
<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.	Applicable



Direction	Comment
Applies when the relevant planning authority prepares a planning proposal.	The subject proposal will not include any restrictive approval or referral requirements. The subject proposal is consistent with 6.1 Approval and Referral Requirements.
<b>6.2 Reserving Land for Public Purposes</b>	
Aims to facilitate the provision of public services and facilities by reserving land for public purposes, and facilitate the removal of reservations of land for public purposes where land is no longer required for acquisition. Applies when the relevant planning authority prepares a planning proposal.	Applicable The subject proposal does not include reserving any land for public purposes. The subject proposal is consistent with 6.2 Reserving Land for Public Purposes.
<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 development to be carried out.	Applicable The subject proposal does not seek any restrictive site specific planning controls. The subject proposal is consistent with 6.3 Site Specific Provisions.
<b>Metropolitan Planning</b>	
<b>7.1 Implementation of A Plan for Growing Sydney</b>	
Aims to give legal effect to the planning principles, directions and priorities for sub regions, strategic centres and transport gateways contained in A Plan for Growing Sydney	Not Applicable This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.2 Implementation of Greater Macarthur Land Release Investigations</b>	
Aims to ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan.	Not Applicable This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.3 Parramatta Road Corridor Urban Transformation Strategy</b>	
Aims to facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit. To provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community and guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.	Not Applicable This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).

Direction	Comment
This Direction applies to City of Parramatta Council, Cumberland Council, Strathfield Council, Burwood Council, Canada Bay Council and Inner West Council.	
<b>7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan</b>	
Aims to to ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (the Strategy)  This direction applies to Blacktown City Council, The Hills Shire Council and Hawkesbury City Council.	Not Applicable  This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	
The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the interim Plan).	Not Applicable  This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	
The objective of this direction is to ensure development within the Wilton Priority Growth Area is consistent with the Wilton Interim Land Use and Infrastructure Implementation Plan and Background Analysis.  This direction applies to Wollondilly Shire Council	Not Applicable  This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor</b>	
The objective of this direction is to ensure development within the precincts between Glenfield and Macarthur is consistent with the plans for these precincts.  This direction applies to Campbelltown City Council	Not Applicable  This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan</b>	
The objective of this direction is to ensure development within the Western Sydney Aerotropolis is consistent with the Stage 1 Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan dated August 2018 (the Stage 1 Land Use and Implementation Plan).  This direction applies to Liverpool, Penrith Blue Mountains, Blacktown Campbelltown City Council and	Not Applicable  This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).

Direction	Comment
Fairfield City Councils, Camden Council and Wollondilly Shire Council.	
<b>7.9 Implementation of Bayside West Precincts 2036 Plan</b>	
<p>The aim is to ensure development within the Bayside West Precincts (Arncliffe, Banksia and Cooks Cove) is consistent with the Bayside West Precincts 2036 Plan (the Plan).</p> <p>This direction applies to land within the Bayside local government area.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>7.10 Implementation of Planning Principles for the Cooks Cove Precinct</b>	
<p>The objective of this direction is to ensure development within the Cooks Cove Precinct is consistent with the Cooks Cove Planning Principles.</p> <p>This direction applies to land within the Cooks Cove Precinct in the Bayside local government area, as shown on Map Sheet LAP_001 Cooks Cove Precinct Section 9.1</p> <p>Direction</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>

## Wyong Shire Settlement Strategy Assessment

Objective/Requirement	Comment
<p>Key Planning Principles of relevance include:</p> <ul style="list-style-type: none"> <li>• <i>Higher density developments should be located around the commercial core of nominated Town, Village and Neighbourhood Centres, whilst having regard to the desired urban character of each settlement. This will need to be supported by local planning strategies and/or masterplans.</i></li> <li>• <i>The majority of new housing within Wyong LGA will be located within or immediately adjacent to existing Town, Village and Neighbourhood Centres.</i></li> <li>• <i>Expansion of Urban Release Areas to occur in an orderly manner and be consistent with the timeframes of the NWSSP and Settlement Strategy.</i></li> <li>• <i>Urban Release Areas should not be progressed until such time that adequate transportation, utility, community and recreational infrastructure can be guaranteed, including matters for consideration identified in Part 6 of Wyong LEP 2013.</i></li> <li>• <i>Facilitate the creation of social hubs in new Urban Release Areas that satisfy the needs of the community, including community cultural, education, health and recreation facilities.</i></li> <li>• <i>Incorporate the principles of Healthy Spaces and Places; Crime Prevention through Environmental Design; and the Universal Design Principles for Accessible Environment into new Urban Release Areas</i></li> <li>• <i>Provide for appropriate housing choice in new Urban Release Areas. This may be assisted by incorporating the findings of the Affordable Housing study.</i></li> </ul>	<p>The proposal is consistent with the Key Planning Principles listed in the Settlement Strategy. The proposal is located adjacent to the Lake Munmorah Local Centre, and whilst the timing of this land release is inconsistent with the NWSSP and Settlement Strategy, it is consistent with the draft Greater Lake Munmorah Structure Plan, which has recently been exhibited.</p>

## Community Strategic Plan Assessment

Objective/Requirement	Comment
<b>BELONGING</b>	
<b>OUR COMMUNITY SPIRIT IS OUR STRENGTH</b>	
A1 Work within our communities to connect people, build capacity and create local solutions and initiatives	The proposal will provide a variety of housing types to suit a diverse population and with the proposed new large park will provide opportunities for the new residents to gather and strengthen community assets
A2 Celebrate and continue to create opportunities for inclusion where all people feel welcome and participate in community life	Not Applicable
A3 Work together to solve a range of social and health issues that may impact community wellbeing and vulnerable people	Not Applicable
A4 Enhance community safety within neighbourhoods, public spaces and places	Applicable The final subdivision design should incorporate safer by design requirements. The proposed area is connected to existing residential development so presents opportunity to increase connectivity between the areas.
<b>CREATIVITY, CONNECTION AND LOCAL IDENTITY</b>	
B1 Support reconciliation through the celebration of Aboriginal and Torres Strait Islander cultures	Not Applicable
B2 Promote and provide more sporting, community and cultural events and festivals, day and night, throughout the year	Not Applicable
B3 Foster creative and performing arts through theatres, galleries and creative spaces, by integrating art and performance into public life	Not Applicable
B4 Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors	Applicable The proposal includes green space that will function as drainage, environmental and recreation corridors, which will encourage activity.
<b>SMART</b>	
<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	Not Applicable
C2 Revitalise Gosford City Centre, Gosford Waterfront and town centres as key destinations and attractors for businesses, local residents, visitors and tourists	Not Applicable



Objective/Requirement	Comment
C3 Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents	Not Applicable
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	Not Applicable
<b>A PLACE OF OPPORTUNITY FOR PEOPLE</b>	
D1 Foster innovation and partnerships to develop local entrepreneurs and support start-ups	Not Applicable
D2 Support local business growth by providing incentives, streamlining processes and encouraging social enterprises	Not Applicable
D3 Invest in broadening local education and learning pathways linking industry with Universities, TAFE and other training providers	Not Applicable
D4 Support businesses and local leaders to mentor young people in skills development through traineeships, apprenticeships and volunteering	Not Applicable
<b>GREEN</b>	
<b>ENVIRONMENTAL RESOURCES FOR THE FUTURE</b>	
E1 Educate the community on the value and importance of natural areas and biodiversity and encourage community involvement in caring for our natural environment	Not Applicable
E2 Improve water quality for beaches, lakes and waterways including minimising pollutants and preventing litter entering our waterways	Not Applicable
E3 Reduce littering, minimise waste to landfill and educate to strengthen positive environmental behaviours	Not Applicable
E4 Incorporate renewable energy and energy efficiency in future design and planning and ensure responsible use of water and other resources	Not Applicable
<b>CHERISHED AND PROTECTED NATURAL BEAUTY</b>	
F1 Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas and the diversity of local native species	Applicable The proposal includes green space that will function as drainage, environmental and recreation corridors, which will preserve environmental heritage and encourage community ownership of these spaces.
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)	Applicable See above.
F3 Improve enforcement for all types of environmental non-compliance including littering and illegal dumping and	Not Applicable

Objective/Requirement	Comment
encourage excellence in industry practices to protect and enhance environmental health	
F4 Address climate change and its impacts through collaborative strategic planning and responsible land management and consider targets and actions	Applicable The proposal avoids areas of the site subject to the 1% AEP flood event, and incorporates green corridors to mitigate the effect of increased hard stand and heat island effects.
<b>RESPONSIBLE</b>	
<b>GOOD GOVERNANCE AND GREAT PARTNERSHIPS</b>	
G1 Build strong relationships and ensure our partners and community share the responsibilities and benefits of putting plans into practice	Not Applicable
G2 Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect	Applicable The proposal will be publicly exhibited for the appropriate time period, providing the community with an opportunity to comment.
G3 Engage with the community in meaningful dialogue and demonstrate how community participation is being used to inform decisions	Applicable See above.
G4 Serve the community by providing great customer experience, value for money and quality services	Not Applicable
<b>DELIVERING ESSENTIAL INFRASTRUCTURE</b>	
H1 Solve road and drainage problem areas and partner with the State Government to improve road conditions across the region	Not Applicable
H2 Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods, and community facilities	Not Applicable
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	Not Applicable
H4 Plan for adequate and sustainable infrastructure to meet future demand for transport, energy, telecommunications and a secure supply of drinking water	Applicable The delivery of infrastructure will be the responsibility of the developer of the area. The assessment of future development will assess the sustainable nature of infrastructure delivery.
<b>BALANCED AND SUSTAINABLE DEVELOPMENT</b>	
I1 Preserve local character and protect our drinking water catchments, heritage and rural areas by concentrating	Applicable

Objective/Requirement	Comment
development along transport corridors and town centres east of the M1	The proposal is located proximate to the Pacific Highway transport corridor.
I2 Ensure all new developments are well planned with good access to public transport, green space and community facilities and support active transport	Applicable The proposal is located proximate to the Pacific Highway transport corridor, and adjacent to the Lake Munmorah Local Centre.
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	Applicable The masterplan for the proposal has included biodiversity corridors on the east and west sections of the area. The corridor connectivity to existing areas to the north of the proposed rezoning will enhance livability and environmental sustainability in the area.
I4 Provide a range of housing options to meet the diverse and changing needs of the community including adequate affordable housing	Applicable The proposed rezoning of the subject area increases the available supply of land zoned R1 General Residential and R2 Low Density Residential which will deliver more available land for a variety of housing options.
<b>LIVABLE</b>	
<b>RELIABLE PUBLIC TRANSPORT AND CONNECTIONS</b>	
J1 Create adequate, reliable and accessible train services and facilities to accommodate current and future passengers	Not Applicable
J2 Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport	Not Applicable
J3 Improve bus and ferry frequency and ensure networks link with train services to minimise journey times	Not Applicable
J4 Design long-term, innovative and sustainable transport management options for population growth and expansion	Not Applicable
<b>OUT AND ABOUT IN THE FRESH AIR</b>	
K1 Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities	Not Applicable
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	Applicable
K3 Provide signage, public facilities, amenities and playgrounds to encourage usage and enjoyment of public areas	Not Applicable

Objective/Requirement	Comment
K4 Repair and maintain wharves, jetties, boat ramps and ocean baths to increase ease of access to and enjoyment of natural waterways and foreshores	Not Applicable
<b>HEALTHY LIFESTYLES FOR A GROWING COMMUNITY</b>	
L1 Promote healthy living and ensure sport, leisure, recreation and aquatic facilities and open spaces are well maintained and activated	Not Applicable
L2 Invest in health care solutions including infrastructure, services and preventative programs to keep people well for longer	Not Applicable
L3 Cultivate a love of learning and knowledge by providing facilities to support lifelong learning opportunities	Not Applicable
L4 Provide equitable, affordable, flexible and co-located community facilities based on community needs	Not Applicable

**Biodiversity Strategy Assessment**

Objective/Requirement	Comment





Central Coast Council  
Planning Proposal 104  
Strategic Assessment

Version 1  
Date September 2019

Planning Proposal 83.2018.104 Strategic Assessment

Lot 1 Sec 1 DP5298 and Lots 2A and 2B in DP381761

302, 306-308 Ocean View Drive

Ettalong Beach

File No: 83.2018.104

Date: September 19

Version 1

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## **Property Details**

**Real Description:** Lot 1 Sec 1 DP5298 and Lots 2A and 2B in DP381761 Nos 302, 306 and 308 Ocean View Road, Ettalong Beach NSW 2257

**Site Area:** Combined area of all sites: 2155m<sup>2</sup>

**Current Zoning:** Lot 1 DP 5298 – B2 Local Centre & Lot 2A & 2B – R1 General Residential

**Current Land Use:** A single storey commercial development and detached dwelling exists on 302 Ocean View Drive; 306 Ocean View Road is vacant (following the demolition of a single dwelling) and a single dwelling has recently been constructed on 308 Ocean View Road.

## **Background**

A request to amend the Gosford Local Environmental Plan 2014 (GLEP 2014) was lodged in August 2018, seeking an increase in density and a change of zone to allow for the construction of a 4 storey mixed use development at 302-308 Ocean View Road Ettalong Beach.

The proposal did not provide sufficient justification to support the requested amendments to the GLEP 2014 and additional information was requested from the proponent. The revised proposal did not adequately address the implications of placing a B2 Local Centre zoning on three sites isolated from the main commercial core of Ettalong Beach and therefore a letter was sent to the proponent in July 2019 requesting the application be withdrawn.

The Proponent advised Council the request to amend the GLEP 2014 would not be withdrawn and therefore a report to Council has been prepared recommending refusal of the application.

## **The Site**

The proposal consists of 3 sites, 302 Ocean View Drive, Ettalong Beach zoned B2 Local Centre and 306 and 308 Ocean View Drive Ettalong Beach zoned R1 General Residential. The sites are bound by Ocean View Drive to the North, Ferry Road to the east, Ettalong Beach Foreshore to the south and low density residential development to the west. The surrounding area comprises predominately low-density residential dwellings, with a height limit of 8.5 metres.

A single storey commercial development and separate dwelling are located on 302 Ocean View Drive; 306 Ocean View Road is vacant (following the demolition of a single dwelling) and a single dwelling has recently been constructed on 308 Ocean View Road.





## Gosford Local Environmental Plan 2014

### Current Zoning



The current land zoning and applicable development standards under the Gosford Local Environmental Plan 2014 (GLEP) are shown in the table below:

Site Details	Existing Zoning	Existing Height	Existing FSR
Lot 1 Sec 1 DP 5298 - 302 Ocean View Road	B2 Local Centre	11.5m	1:1
Lot 2A DP 381761 - 306 Ocean View Road	R1 General residential	8.5m	0.7:1
Lot 2B DP 381761 - 308 Ocean View Road	R1 General residential	8.5m	0.7:1

Prior to the Gazettal of the GLEP on 11 February 2014, 302 Ocean View Road was zoned 3(a) Business Zone (General) and 306 and 308 Ocean View Road were zoned 2(b) Residential under the Gosford Planning Scheme Ordinance. The zoning of 302 Ocean View Road is a historical anomaly and not intended to be an extension of the existing commercial core.

## Part 1 Objectives or Intended Outcomes

The objective of this proposal is to;

- Rezone 306 and 308 Ocean View Road Ettalong Beach from R1 General Residential to B2 Local Centre
- Apply a maximum Height of Building of 15m and a Floor Space Ratio of 1.8:1, to 302, 306 and 308 Ocean View Road Ettalong

The intended outcome of the proposal is to enable a higher density mixed-use development on all three lots.

## Strategic Planning Context

### Central Coast Regional Plan Assessment

<i>Direction</i>	<i>Applicable</i>	<i>Assessment/Comment</i>
1. <i>Grow Gosford City Centre as the region's capital</i>	N/A	The subject sites are not located within the Gosford City Centre.
2. <i>Focus economic development in the Southern and Northern Growth Corridors</i>	N/A	The subject sites are not located within the Southern or Northern Growth Corridors.
3. <i>Support priority economic sectors</i>	Yes	<p>The subject sites are not identified as being located within a priority economic sector such as a centre, growth corridor or cluster.</p> <p>The proposal is for the creation of additional B2 zoned land, outside of the existing Ettalong Beach commercial centre.</p> <p>The existing commercial centre in Ettalong Beach has capacity to accommodate future growth and therefore expansion of the B2 lands in the Ettalong Beach area is not required.</p> <p>The subject proposal is not consistent with this Direction.</p>
4. <i>Strengthen inter-regional and intra-regional connections for business</i>	N/A	The proposal is not located adjacent to inter-regional connections or corridors, such as the M1 Pacific Motorway. The proposal is considered consistent with this Direction.
5. <i>Support new and expanded industrial activity</i>	N/A	The proposal is not seeking to rezone land for industrial uses or make changes to industrial land.
6. <i>Strengthen the economic self-determination of Aboriginal communities</i>	N/A	The proposal does not include or affect land that is owned by Darkinjung Local Aboriginal Land Council.
7. <i>Increase job containment in the region</i>	Yes	The subject proposal seeks to rezone two of the subject sites from R1 General Residential to B2 Local Centre to facilitate a shop top housing

		development. Given the current R1 zone includes shop top housing as a permissible land use, it is unlikely the proposal would significantly alter the number of jobs within Ettalong Beach.
8. <i>Recognise the cultural landscape of the Central Coast</i>	Yes	The subject proposal does not negatively impact upon the cultural landscape of the Central Coast. The subject proposal is consistent with this Direction.
9. <i>Protect and enhance productive agricultural land</i>	N/A	The subject sites are not classified as agricultural lands or proximate to agricultural lands.
10. <i>Secure the productivity and capacity of resource lands</i>	N/A	The subject sites are not classified as resource lands or within close proximity to resource lands.
11. <i>Sustain and balance productive landscapes west of the M1</i>	N/A	Subject lands are not located west of the M1.
12. <i>Protect and manage environmental values</i>	Yes	The proposal seeks to change existing zones within an urban context. There are no proposed impacts upon the environmental values of Ettalong Beach. The proposal is consistent with this Direction.
13. <i>Sustain water quality and security</i>	Yes	The proposal is within an existing urban infill area and in close proximity to Brisbane Water. Any future development of the site would be subject to planning controls relating to water and energy efficiency and ensuring the development does not negatively impact on the Ettalong Beach Foreshore and Brisbane Water. The subject proposal is considered consistent with this Direction.
14. <i>Protect the coast and manage natural hazards and climate change</i>	Yes	The subject site sits within the coastal management zone. The subject proposal has limited implications in terms of the coast, natural hazards and climate change.
15. <i>Create a well-planned, compact settlement pattern</i>	Yes	The proposal is for the creation of additional B2 zoned land, outside of the existing Ettalong Beach

		commercial centre. The proposal will create a fragmented commercial centre, that is not consistent with the settlement planning principles.
16. <i>Grow investment opportunities in the region's centres</i>	Yes	The proposal is inconsistent with this action as it proposed to rezone land for commercial uses outside of planned centres.
17. <i>Align land use and infrastructure planning</i>	Yes	The subject proposal is for infill development in an existing serviced area. The proposal is considered consistent with this Direction.
18. <i>Create places that are inclusive, well-designed and offer attractive lifestyles</i>	Yes	The proposal is not consistent with this direction as it proposes additional out of centre commercial uses.
19. <i>Accelerate housing supply and improve housing choice</i>	Yes	The CCRS identifies Ettalong Beach as having potential to accommodate additional infill housing. The proposal restricts the residential uses allowed on site by proposing to rezone two sites from R1 General Residential to B2 Local Centre. While the B2 zone does allow for shop top housing, it does not include the range of permissible residential uses provided for in the R1 General Residential zone.
20. <i>Grow housing choice in and around local centres</i>	Yes	The proposal is not consistent with this Direction as it proposes to restrict the permissible residential uses allowable on site and create out of centre commercial development that will not support the existing local centres.
21. <i>Provide housing choice to meet community needs</i>	Yes	The R1 General Residential Zone allows a variety of dwelling types to be constructed with development consent.  The proposal to rezone this land to B2 Local Centre, will restrict residential development to shop top housing and therefore not meet the requirements of the Direction in the CCRS.
22. <i>Deliver housing in new release areas that are best suited to</i>	N/A	The subject sites are not within new release areas.



<i>building new communities</i>		
23. <i>Manage rural lifestyles</i>	N/A	The subject site is not located within a rural area.

### State and Sydney Region Environmental Planning Policy Assessment

State/Sydney Region Environmental Planning Policy	Comment
<b>SREP 8 – Central Coast Plateau Areas</b>	
<p>Aims:</p> <ul style="list-style-type: none"> <li>(a) to provide for the environmental protection of the Central Coast plateau areas and to provide a basis for evaluating competing land uses,</li> <li>(b) to encourage the use of land having a high agricultural capability for that purpose and, as much as possible, to direct development for non-agricultural purposes to land of lesser agricultural capability,</li> <li>(c) (Repealed)</li> <li>(d) to protect regionally significant mining resources and extractive materials from sterilization,</li> <li>(e) to enable development for the purposes of extractive industries in specified locations,</li> <li>(f) (Repealed)</li> <li>(g) to protect the natural ecosystems of the region, and</li> <li>(h) to maintain opportunities for wildlife movement across the region, and</li> <li>(i) to discourage the preparation of draft local environmental plans designed to permit rural residential development, and</li> <li>(j) to encourage the preparation of draft local environmental plans based on merits.</li> </ul>	Not Applicable
<b>SREP 20 - Hawkesbury Nepean River (No 2 – 1997)</b>	
The aim of this plan is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.	Not Applicable
<b>SEPP No. 19 – Bushland in Urban Areas</b>	
<p>Aims to protect and preserve bushland within urban areas because of:</p> <ul style="list-style-type: none"> <li>a) Its value to the community as part of the natural heritage,</li> <li>b) Its aesthetic value, and</li> <li>c) Its value as a recreational, educational and scientific resource</li> </ul>	Not Applicable

State/Sydney Region Environmental Planning Policy	Comment
<b>SEPP No. 44 – Koala Habitat</b>	
<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> <p>(a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and</p> <p>(b) by encouraging the identification of areas of core koala habitat, and</p> <p>(c) by encouraging the inclusion of areas of core koala habitat in environment protection zones</p>	<p>Applicable</p> <p>There are no areas of koala habitat identified on the site, therefore the subject proposal is considered consistent with the aims and objectives of the SEPP.</p>
<b>SEPP 55 – Remediation of Land</b>	
<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> <p>(a) by specifying when consent is required, and when it is not required, for a remediation work, and</p> <p>(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</p> <p>(c) by requiring that a remediation work meet certain standards and notification requirements.</p>	<p>Not Applicable</p>
<b>SEPP 62 – Sustainable Aquaculture</b>	
<p>Aims</p> <p>(a) to encourage sustainable aquaculture, including sustainable oyster aquaculture, in the State, namely, aquaculture development which uses, conserves and enhances the community's resources so that the total</p>	<p>Not Applicable</p>

State/Sydney Region Environmental Planning Policy	Comment
<p>quality of life now and in the future can be preserved and enhanced, and</p> <p>(b) to make aquaculture development permissible in certain zones under the Standard Instrument, as identified in the NSW Land Based Sustainable Aquaculture Strategy, and</p> <p>(c) to set out the minimum site location and operational requirements for permissible aquaculture development (the minimum performance criteria), and</p> <p>(d) to establish a graduated environmental assessment regime for aquaculture development based on the applicable level of environmental risk associated with site and operational factors (including risks related to climate change, in particular, rising sea levels), and</p> <p>(e) to apply the Policy to land-based aquaculture development and oyster aquaculture development in the State and to include facility for extension of the Policy to natural water-based aquaculture.</p>	
<b>SEPP (Coastal Management ) 2018</b>	
<p>Aims:</p> <p>The aim of this Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with objects of the <i>Coastal Management Act 2016</i>, including the management objectives for each coastal management area, by:</p> <p>(a) managing development in the coastal zone and protecting the environmental assets of the coast, and</p> <p>(b) establishing a framework for land use planning to guide and decision-making in the coastal zone, and</p> <p>(c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.</p>	<p>Applicable</p> <p>The subject sites are within the Coastal Zone and therefore the Coastal Management SEPP 2018 applies.</p> <p>The subject proposal is consistent with the aims and objectives of the SEPP.</p>

State/Sydney Region Environmental Planning Policy	Comment
<b>SEPP – (Mining, Petroleum &amp; Extractive Industries) 2007</b>	
<p>Aims:</p> <ul style="list-style-type: none"> <li>(a) to provide for the proper management and development of mineral, petroleum and extractive material resources for the purpose of promoting the social and economic welfare of the State, and</li> <li>(b) to facilitate the orderly and economic use and development of land containing mineral, petroleum and extractive material resources, and</li> <li>(b1) to promote the development of significant mineral resources, and</li> <li>(c) to establish appropriate planning controls to encourage ecologically sustainable development through the environmental assessment, and sustainable management, of development of mineral, petroleum and extractive material resources, and</li> <li>(d) to establish a gateway assessment process for certain mining and petroleum (oil and gas) development: <ul style="list-style-type: none"> <li>(i) to recognise the importance of agricultural resources, and</li> <li>(ii) to ensure protection of strategic agricultural land and water resources, and</li> <li>(iii) to ensure a balanced use of land by potentially competing industries, and</li> </ul> </li> <li>(iv) to provide for the sustainable growth of mining, petroleum and agricultural industries.</li> </ul>	Not Applicable
<b>SEPP (Vegetation in Non-Rural Areas) 2017</b>	
<p>The aims of this Policy are as follows:</p> <ul style="list-style-type: none"> <li>(a) to establish the process for assessing and identifying sites as urban renewal precincts,</li> <li>(b) to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,</li> </ul>	Not Applicable



State/Sydney Region Environmental Planning Policy	Comment
(c) to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.	

**Ministerial Section 9.1 Directions**

Direction	Comment
<b>Employment &amp; Resources</b>	
<b>1.1 Business &amp; Industrial Zones</b>	
<p>Aims to encourage employment growth in suitable locations, protect employment land in business and industrial zones and to support the viability of identified strategic centres.</p> <p>Applies when a planning proposal affects land within an existing or proposed business or industrial zone.</p>	<p>Applicable</p> <p>The proposal is consistent with this direction as it does not propose to rezone any employment and business zoned land.</p>
<b>1.2 Rural Zones</b>	
<p>Aims to protect the agricultural production value of rural land.</p> <p>Applies when a planning proposal affects land within an existing or proposed rural zone.</p>	<p>Not Applicable</p> <p>This direction does not apply as the subject lands are not located in a Rural Zone.</p>
<b>1.3 Mining, Petroleum Production and Extractive Industries</b>	
<p>Aims to ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.</p> <p>Applies when a planning proposal would have the effect of prohibiting the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials, or restricting the potential of development resources of coal, other mineral, petroleum or extractive materials which are of State or regional significance by permitting a land use that is likely to be incompatible with such development.</p>	<p>Not Applicable</p> <p>This direction is not applicable as the site does not contain any reserves of coal or other minerals.</p>
<b>1.4 Oyster Aquaculture</b>	
<p>Aims to ensure that Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area are adequately considered, and to protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and the health of oysters and consumers.</p> <p>Applies when a planning proposal could result in adverse impacts on a Priority Oyster Aquaculture Areas or current oyster aquaculture lease in the national parks estate or results in incompatible use of land between oyster aquaculture in a Priority Oyster Aquaculture Area or current oyster aquaculture lease in the national parks estate and other land uses.</p>	<p>Not Applicable</p> <p>This direction is not applicable as the site is not located within a Priority Oyster Aquaculture Area.</p>
<b>1.5 Rural Lands</b>	

Direction	Comment
<p>Aims to protect the agricultural production value of rural land; and facilitate the orderly and economic development of rural lands for rural and related purposes.</p> <p>Applies to local government areas to which State Environmental Planning Policy (Rural Lands) 2008 applies and prepares a planning proposal that affects land within an existing or proposed rural or environment protection zone.</p>	<p>Applicable</p> <p>The proposal is consistent with this direction as it does not affect land within an existing or proposed rural or environmental protection zone.</p>
<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>Applicable</p> <p>The site does not contain any environmentally sensitive area</p>
<b>2.2 Coastal Management</b>	
<p>Aims to implement the principles in the NSW Coastal Policy.</p> <p>Applies when a planning proposal applies to land in the <i>Coastal Zone</i>.</p>	<p>Applicable</p> <p>The subject sites are within the Coastal Zone and therefore the SEPP (Coastal Management) 2018 would apply to any future re-development of the site. The proposal is consistent with the Direction.</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>Applicable</p> <p>The site does not contain any items of European heritage. Should the site be redeveloped in the future, an AHIMS should be undertaken to determine if Aboriginal Sites have been recorded on site or in the surrounding area.</p> <p>As it is recommended that the proposal be refused, the proposal is consistent with the Direction.</p>
<b>2.4 Recreational Vehicle Areas</b>	
<p>Aims to protect sensitive land or land with significant conservation values from adverse impacts from recreational vehicles.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject lands are not designated as lands available for the purpose of recreation vehicle areas. The proposal is therefore consistent with the requirements of the Direction.</p>
<b>2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs</b>	
<p>Aims to ensure that a balanced and consistent approach is taken when applying environmental protection zones and overlays to land on the NSW Far North Coast.</p>	<p>Not Applicable</p>

Direction	Comment
	This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>Housing, Infrastructure and Urban Development</b>	
<b>3.1 Residential Zones</b>	
<p>Aims to encourage a variety and choice of housing types to provide for existing and future housing needs, to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and to minimise the impact of residential development on the environmental and resource lands.</p> <p>Applies when a planning proposal affects land within an existing or proposed residential zone, and any other zone in which significant residential development is permitted or proposed to be permitted.</p>	<p>Applicable</p> <p>This proposed development is located in an existing residential area that is well serviced to support the surrounding community. The proposal requests 306 and 308 Ocean View Road be rezoned from R1 General Residential to B2 Local Centre. The B2 zone allows shop top housing and therefore the proposal is considered to be <b>consistent</b> with Direction 3.1 Residential Lands.</p>
<b>3.2 Caravan Parks and Manufactured Home Estates</b>	
<p>Aims to provide for a variety of housing types and provide opportunities for caravan parks and manufactured home estates.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The proposal does not impact existing or future caravan parks and manufactured home estates in the area. The proposal is <b>consistent</b> with the requirements of Direction 3.2 Caravan Parks &amp; Manufactured Home Estates.</p>
<b>3.3 Home Occupations</b>	
<p>Aims to encourage the carrying out of low impact small business in dwelling houses.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>Home occupations are permissible on the subject lands. The proposal does not seek to prohibit home occupations and therefore the proposal is <b>consistent</b> with the requirements of Direction 3.3 Home Occupation.</p>
<b>3.4 Integrating Land Use &amp; Transport</b>	
<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</p>	<p>Applicable</p> <p>The rezoning of 306 and 308 Ocean View Road from R1 General Residential to B2 Local Centre is not supported as the proposal is not located within or adjacent to the existing commercial centre in Ettalong Beach. The increase of out of centre commercial development does not support the function of existing centres or assist in the integration of land use and transport, specifically</p>

Direction	Comment
zoned for residential, business, industrial, village or tourist purposes.	reducing the reliance of cars and increasing patronage of public transport. The proposal is considered <b>inconsistent</b> with the direction 3.4 Integrating Land Use and Transport as it is located.
<b>3.5 Development Near Licensed Aerodromes</b>	
Aims to ensure the effective and safe operation of aerodromes, their operation is not compromised by development which constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, development for residential purposes or human occupation (within the ANEF contours between 20 & 25) incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise. Applies when a planning proposal creates, alters or removes a zone or provision relating to land in the vicinity of a licensed aerodrome.	Not Applicable The subject sites are not located within proximity to a licensed aerodrome.
<b>3.6 Shooting Ranges</b>	
Aims to maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range, to reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land, and to identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range. Applies when a relevant planning authority prepares a planning proposal that will affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.	Not Applicable Subject site is not near a shooting range.
<b>3.7 Reduction in non- hosted short term rental accommodation period</b>	
Applies when a Council prepares a planning proposal to identify or reduce the number of days that non- hosted short term rental accommodation may be carried out in parts of its local government area. Applies to Byron Bay Shire Council	Not Applicable  This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>Hazard &amp; Risk</b>	
<b>4.1 Acid Sulfate Soils</b>	
Aims to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	Applicable The proposal is considered to be consistent with this direction. The land is identified as having class 3 acid

Direction	Comment
Applies when a planning proposal applies to land having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps.	sulfate soils. Provisions in the GLEP 2014 (clause 7.1) ensure that development on the site will occur in accordance with relevant acid sulfate soil guidelines.
<b>4.2 Mine Subsidence &amp; Unstable Land</b>	
<p>Aims to prevent damage to life, property and the environmental on land identified as unstable or potentially subject to mine subsidence.</p> <p>Applies when a planning proposal permits development on land which is within a mine subsidence district, or identified as unstable in a study or assessment undertaken by or on behalf of the relevant planning authority or other public authority and provided to the relevant planning authority.</p>	<p>Not Applicable</p> <p>This direction does not apply as the land is not located within a proclaimed Mine Subsidence District and is not identified as unstable.</p>
<b>4.3 Flood Prone Land</b>	
<p>Aims to ensure: development on flood prone land is consistent with NSW Government's Flood Prone Land Policy and principles of the Floodplain Development Manual 2005; and provisions of an LEP on flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts both on and off the subject land.</p> <p>Applies when a planning proposal creates, removes or alters a zone or provision that affects flood prone land.</p>	<p>Applicable</p> <p>The subject sites are identified as flood prone land given the proximity to the Ettalong Beach foreshore and Brisbane Water. Any future development on the site will be required to meet flood development controls. The subject proposal is considered <b>consistent</b> with the Direction 4.3 Flood Prone Land.</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>Applicable</p> <p>The subject sites are not affected or located in proximity to land mapped as bushfire prone land.</p>
<b>Regional Planning</b>	
<b>5.2 Sydney Drinking Water Catchments</b>	
<p>Aims to protect water quality in the hydrological catchment.</p> <p>Applies when a relevant planning authority prepares a planning proposal that applies to Sydney's hydrological catchment.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.3 Farmland of State and Regional Significance on the NSW Far North Coast</b>	
<p>Aims to: ensure that the best agricultural land will be available for current and future generations to grow food and fibre; provide more certainty on the status of the best agricultural land, assisting councils with strategic</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>



Direction	Comment
<p>settlement planning; and reduce land use conflict arising between agricultural use and non-agricultural use of farmland caused by urban encroachment into farming areas.</p> <p>Applies to Ballina, Byron, Kyogle, and Tweed Shire Councils, Lismore City Council and Richmond Valley Council.</p>	
<b>5.4 Commercial and Retail Development along the Pacific Highway, North Coast</b>	
<p>Aims to manage commercial and retail development along the Pacific Highway, North Coast.</p> <p>Applies to all councils between and inclusive of Port Stephens and Tweed Shire Councils.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.8 Second Sydney Airport: Badgerys Creek</b>	
<p>Aims to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek.</p> <p>Applies to land located within the Fairfield, Liverpool and Penrith City Council and Wollondilly Shire Council Local Government Areas.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.9 North West Rail Link Corridor Strategy</b>	
<p>Aims to promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) and ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.</p> <p>Applies to the This Direction applies to Hornsby Shire Council, The Hills Shire Council and Blacktown City Council.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>5.10 Implementation of Regional Plans</b>	
<p>Aims to give legal effect to the vision, land use strategy, goals, directions and actions contained within Regional Plans.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>An assessment has been carried out against the Central Coast Regional Plan 2036 (CCRP).</p> <p>The proposal is generally inconsistent with the Directions and actions of the CCRP 2036 as it does not focus commercial and retail development in existing centres, growth corridors or identified clusters. The proposed increase in height and FSR is also out of character with the surrounding development. The subject proposal is considered <b>inconsistent</b> with the requirements of Direction 5.10 Implementation of Regional Plans.</p>

Direction	Comment
<b>5.11 Development of Aboriginal Land Council Land</b>	
<p>Aims to provide for the consideration of development delivery plans prepared under the State Environmental Planning Policy (Aboriginal Land) 2019.</p> <p>Applies when the relevant planning authority prepares a planning proposal for land shown on the Land Application Map of the SEPP (Aboriginal Lands) 2019.</p>	<p>Not Applicable</p> <p>The subject land is not identified on the Land Application Map of the SEPP (Aboriginal Lands) 2019.</p>
<b>Local Plan Making</b>	
<b>6.1 Approval and Referral Requirements</b>	
<p>Aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject proposal does not insert any new requirements with the LEP which would impact upon the efficient and appropriate development assessment.</p>
<b>6.2 Reserving Land for Public Purposes</b>	
<p>Aims to facilitate the provision of public services and facilities by reserving land for public purposes, and facilitate the removal of reservations of land for public purposes where land is no longer required for acquisition.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject proposal does not include any land reserved for public purposes. The proposal is consistent with the Direction 6.2.</p>
<b>6.3 Site Specific Provisions</b>	
<p>Aims to discourage unnecessarily restrictive site specific planning controls.</p> <p>Applies when the relevant planning authority prepares a planning proposal to allow particular development to be carried out.</p>	<p>Applicable</p> <p>The proposed LEP amendments does not propose any site specific planning controls. The subject proposal is considered <b>consistent</b> with the Direction 6.3.</p>
<b>Metropolitan Planning</b>	
<b>7.1 Implementation of A Plan for Growing Sydney</b>	
<p>Aims to give legal effect to the planning principles, directions and priorities for sub regions, strategic centres and transport gateways contained in A Plan for Growing Sydney</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>7.2 Implementation of Greater Macarthur Land Release Investigations</b>	
<p>Aims to ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>7.3 Parramatta Road Corridor Urban Transformation Strategy</b>	

Direction	Comment
Aims to facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit.	Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan</b>	
Aims to facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit.	Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	
The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the interim Plan).	Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	
The objective of this direction is to ensure development within the Wilton Priority Growth Area is consistent with the Wilton Interim Land Use and Infrastructure Implementation Plan and Background Analysis.	Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor</b>	
The objective of this direction is to ensure development within the precincts between Glenfield and Macarthur is consistent with the plans for these precincts.	Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).
<b>7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan</b>	
The objective of this direction is to ensure development within the Western Sydney Aerotropolis is consistent with the Stage 1 Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan dated August 2018 (the Stage 1 Land Use and Implementation Plan). This direction applies to Liverpool, Penrith Blue Mountains, Blacktown Campbelltown City Council and Fairfield City Councils, Camden Council and Wollondilly Shire Council.	Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).

Direction	Comment
<b>7.9 Implementation of Bayside West Precincts 2036 Plan</b>	
<p>The aim is to ensure development within the Bayside West Precincts (Arncliffe, Banksia and Cooks Cove) is consistent with the Bayside West Precincts 2036 Plan (the Plan). This direction applies to land within the Bayside local government area.</p>	<p>Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<b>7.10 Implementation of Planning Principles for the Cooks Cove Precinct</b>	
<p>The objective of this direction is to ensure development within the Cooks Cove Precinct is consistent with the Cooks Cove Planning Principles. This direction applies to land within the Cooks Cove Precinct in the Bayside local government area, as shown on Map Sheet LAP_001 Cooks Cove Precinct Section 9.1 Direction</p>	<p>Not Applicable. This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>

### Community Strategic Plan Assessment

Objective/Requirement	Comment
<b>SMART</b>	
<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	The proposal is not consistent with this objective as it does not propose to increase commercial floor space in existing centres
C3 Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents	Based on the information provided by the proponent, the proposal is unlikely to increase local employment opportunities.
<b>RESPONSIBLE</b>	
<b>GOOD GOVERNANCE AND GREAT PARTNERSHIPS</b>	
G2 Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect	The outcome of the assessment of this proposal is being reported to the Elected Council for determination.

### Environmental, Social and Economic Impact

#### Acid Sulfate Soils

The land is identified as having class 3 acid sulfate soils. Provisions in the GLEP 2014 (clause 7.1) ensure that development on the site will occur in accordance with relevant acid sulfate soil guidelines. Acid sulfate soils will need to be addressed at development application stage.

#### Flooding and Drainage

This land has been classified as being under a "flood planning level" and subject to the imposition of a minimum floor level. Any future development undertaken on the site would be required to meet the requirements for minimum floor level.

### Has the planning proposal adequately addressed any social and economic impacts?

#### Economic Impacts

The request seeks to amend the GLEP 2014 to allow the construction of a 4-storey mixed use development, by rezoning 306 and 308 Ocean View Road from R1 General Residential to B2 Local Centre and increasing the maximum building height to 15 metres and maximum floor space ratio to 1.8:1 across all three sites. Shop top housing is a permissible land use in both the B2 Local Centre and R1 General Residential zones and therefore a change in zone is not required to achieve a mixed-use development.

A two storey dwelling has recently been constructed on 308 Ocean View Road, the current R1 General Residential zone is appropriate for the site and Council would not consider rezoning this site to B2 Local Centre.

The submitted development plans supporting the proposal include designated childcare, gym and games room within the ground floor commercial area. The Traffic Assessment report has acknowledged these areas are being provided for residents of the development and not being delivered for commercial use.

Shop Top Housing is defined within GLEP 2014 as being “one or more dwellings located above ground floor retail premises or business premises”. The use of the ground floor for non commercial development is not consistent with the definition of shop top housing included within the GLEP 2014. The exclusion of retail and business premises from the ground floor further reduces the delivery of commercial floor space within the development and is not consistent with the objectives of the B2 Zone.

Council requested the proponent provide justification for the need for additional commercial land within the Ettalong Beach area, as the site is located approximately 680 metres from the Ettalong Village Centre and approximately 120 metres from the Galleria Ettalong Beach. In response to Council’s request, the applicant submitted a Market Economic Assessment (MDC Property, December 2018). The Market Economic Assessment provided information on the current rental rates and low vacancy rates but did not provide sufficient evidence to support increasing commercial floorspace in the area, instead justifying the zone change entirely on the supply of additional housing.

The Market Economic Assessment also did not adequately address the implications of placing a B2 Local Centre zoning on three sites isolated from the main commercial core of Ettalong Beach. The historic zoning of 302 Ocean View Road (Lot 1 DP5298) as a business zone appears to be an anomaly and is not intended to be an extension of the existing commercial core. The subject sites are not mapped within the Ettalong Beach Village Centre within Section 4.2 (Centres) of the Gosford Development Control Plan 2013.

The R1 General Residential zone allows a maximum building height of 8.5 metres, the proposed increase in height to 15 metres is not sympathetic to the surrounding development. It is important that future development in this area enhances local character and amenity by maintaining existing scale, building height and density. The increase in height and FSR across all three sites is not supported in this location.

### Social Impacts

As noted above, the proposal seeks to increase the maximum building height and floor space ratio to allow for a four-storey mixed use development. The following increases are proposed:

Address	Current HOB	Proposed HOB	Current FSR	Proposed FSR
302 Ocean View Road Ettalong Beach (Lot 1 Sec 1 DP 5298)	11.5m	15m	1:1	1.8:1
306 Ocean View Road Ettalong Beach (Lot 2A DP 381761)	8.5m	15m	0.7:1	1.8:1
308 Ocean View Road Ettalong Beach (Lot 2B DP 381761)	8.5m	15m	0.7:1	1.8:1

The surrounding development comprises low density single and two storey residential dwellings, predominately with a height limit of 8.5m. The consolidation of lots and proposed increase in height and FSR does not respect the scale and character of surrounding development and therefore is not supported in this location.

### Bushfire

The subject land for the proposal is not identified on Council’s mapping as bushfire prone land.



**State and Commonwealth Interests****Traffic**

The Request to Amend the GLEP 2014 was accompanied by an offer to enter into a Planning Agreement. The Letter of Offer proposed road works and angle parking within Ferry Road and public domain improvements to Ettalong beach Foreshore.

The proposal was reviewed by Councils Traffic Development Engineer who advised the works proposed to Ferry Road and inclusion of angled parking would impact on pedestrian safety and would not leave sufficient turning for a u-turn manoeuvre at the end of Ferry Road. The provision of angle parking would also impact on the sightlines of the traffic approaching the wharf and therefore the proposed works were not supported.

As the proposal is recommended for refusal no further consultation on the Planning Agreement was undertaken.

**Water**

Existing infrastructure is available to accommodate future development

**Sewer**

Existing infrastructure is available to accommodate future development

**Internet/NBN**

NBN/internet is available in the Ettalong Beach area



# DRAFT

## Tuggerah to Wyong

Economic Corridor Strategy



# Executive Summary

## The Strategy

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

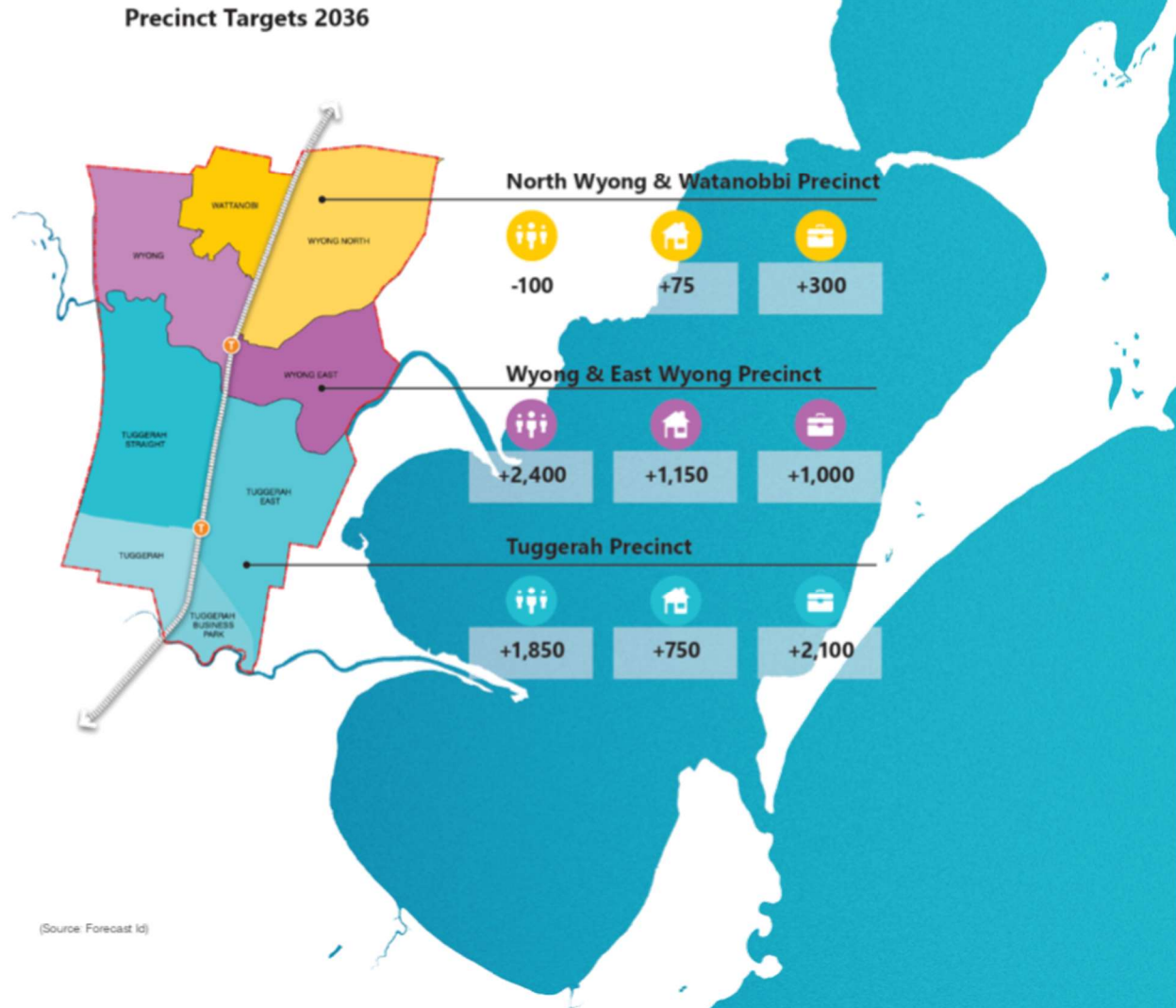
The Corridor comprises three (3) precincts connected by the Pacific Highway. The Strategy defines and highlights the important role and character for each and identifies how they will help sustain the growth of the Corridor. It identifies where economic growth should and should not be supported to promote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

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

## Project team

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

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



### A changing corridor

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

#### Population growth



2016 – 13,200

2036 – 17,350

#### Local jobs



2016 – 13,100

2036 – 16,500

#### Number of dwellings



2016 – 5,260

2036 – 7,235

#### Average household size



2016 – 2.64

2036 – 2.5

(Source: Forecast Id)

### Fast facts

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

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

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

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

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

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

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

(Source: Forecast Id)

### Relationship to the Central Coast Regional Plan 2036

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

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

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

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

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

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

This Strategy needs to explore:

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



# Executive Summary

## Key findings

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



Planning for 3,400 additional jobs by 2036



Planning for 4,150 additional residents by 2036



Wyong as the centre for civic and cultural activities



Wyong River as a major green connection



Emerging market for residential apartments on key sites



Unparalleled infrastructure for sports events and recreation



### Project drivers

-  Define complementary roles and character for each precinct
-  Increase job containment in the region
-  Ensuring future employment land is sufficient and serviced
-  Leverage major infrastructure investments
-  Revitalise Wyong as a mixed use centre
-  Create a diverse, connected and vibrant Tuggerah Centre

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### Vision for the Tuggerah to Wyong Economic Corridor

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

### Summary of Recommendations

This document presents:

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

The key recommendations can be summarised as:

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





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Report contact	Jane Freeman Principal, Urban Design and Planning
This report is considered a draft unless signed by a Director or Principal	Signature

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# Introduction



### Purpose of this report

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

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

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

### Objectives

Objectives of the Corridor Strategy are as follows:

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

### Tuggerah to Wyong Economic Corridor - Study Area

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

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

Responding to the Central Coast Regional Plan 2036



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

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

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

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

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

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

Central Coast Regional Plan 2036 Actions

Tuggerah to Wyong Economic Growth Corridor Response

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

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

**2.10 Create a diverse, connected and vibrant Tuggerah centre.**

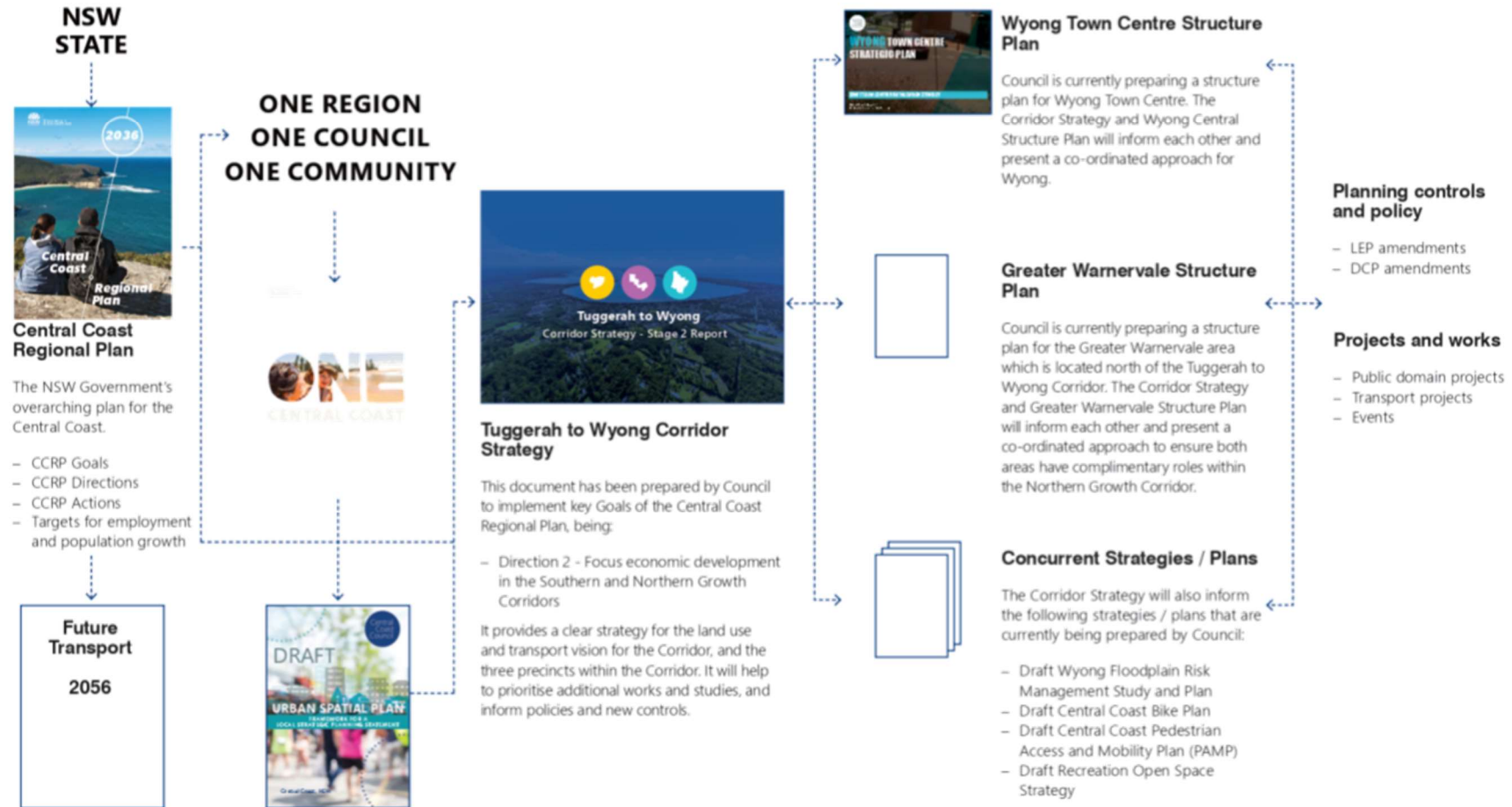
Tuggerah is recognised as the regional shopping destination in the Corridor. The Strategy identifies and reinforces Tuggerah's retail role whilst identifying opportunities for diversification and enhanced connectivity. Direction 13 Sustainable renewal around the Tuggerah Station promotes revitalisation,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

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

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

# Relationship with other plans

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





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

**Central Coast Regional Plan 2036**

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

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

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

Key precincts beyond the study area, but within the Northern Growth Corridor include:

- Warnervale Town Centre – new mixed use strategic centre to service new communities includes a new transport interchange.
- Wyong Employment Zone (WEZ) – future industrial precinct strategically located adjacent to the M1.
- Wyong Hospital Precinct – expanding health services precinct with local concentration of aged care/seniors.
- Warnervale airport – general aviation airport in the region with limited services – site has had several planning proposals that have been stifled by the site’s environmental constraints.
- Warnervale Urban Release Area – residential release area that leverages proximity to future Warnervale Town Centre.
- Wadalba Urban Release Area – residential release area that leverages the redeveloped Wadalba local centre.

Understanding the proposed development and strategic objectives of the broader Growth Corridor is critical in determining the complementary role of the Tuggerah to Wyong Economic Corridor.

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



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



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

# Relationship with other plans



Community Strategic Plan (CSP) 'One' Central Coast

## Community Vision

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



CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP	CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP
<p><b>BELONGING</b></p> <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 Tuggerah to Wyong Corridor Strategy once implemented will enable enhanced community safety in our open public and community spaces. In creating vibrant and active centres there will be improved passive surveillance and safety in our shared places. Coupled with programmed events this strategy aims to create safe and active spaces both during the day and at night.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including: <b>Direction 1</b> – Capitalise on the unique role and function of each centre <b>Direction 5</b> – Build on the Corridor’s potential as a great destination for culture, recreation and tourism <b>Direction 9</b> – Reinforce the fine urban grain of Wyong <b>Direction 10</b> – Connect to East Wyong <b>Direction 13</b> – Sustainable renewal in Tuggerah Town Centre</p>	<p>C3 - Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents</p> <p>C4 - Promote and grow tourism that celebrates the natural and cultural assets of the Central Coast in a way that is accessible, sustainable and eco-friendly</p>	<p><b>Direction 1</b> – Capitalise on the unique role and function of each centre <b>Direction 2</b> - Ensure sufficient zoned land to accommodate projected population and employment increases <b>Direction 5</b> - Build on the Corridor’s potential as a great destination for culture, recreation and tourism <b>Direction 6</b> Maintain and encourage employment uses in North Wyong <b>Direction 11</b> - Maintain and encourage employment uses in Tuggerah <b>Direction 13</b> - Sustainable renewal in Tuggerah Town Centre</p>
<p><b>SMART</b></p> <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>The Tuggerah to Wyong Corridor Strategy supports and enables job growth by attracting economic development within the Corridor supported by improved transport connections, public domain and transit orientated development providing incentives to stimulate growing industries on the Coast.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:</p>	<p><b>GREEN</b></p> <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>The Tuggerah to Wyong Corridor Strategy puts forward directions and actions to ensure we protect our rich environmental heritage and values as well as promoting greening of the Corridor by protecting and enhancing our natural assets between our centres .</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:</p> <p><b>Direction 4</b> – Maintain and improve the areas strong relationship with green open space and the environment <b>Direction 5</b> - Build on the Corridor’s potential as a great destination for culture, recreation and tourism <b>Direction 8</b> - Celebrate Wyong’s natural scenery and heritage character <b>Direction 12</b> - Utilisation of flood prone areas in Tuggerah</p>



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

# Community Vision

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



CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP	CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP
<p><b>RESPONSIBLE</b></p> <p><b>DELIVERING ESSENTIAL INFRASTRUCTURE</b>                      H1 - Solve road and drainage problem areas and partner with the State Government to improve road conditions across the region</p> <p>H2 - Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods, and community facilities</p> <p>H4 - Plan for adequate and sustainable infrastructure to meet future demand for transport, energy, telecommunications and a secure supply of drinking water</p> <p><b>BALANCED AND SUSTAINABLE DEVELOPMENT</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</p>	<p>The Tuggerah to Wyong 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> – Capitalise on the unique role and function of each centre  <b>Direction 3</b> - Maximise connectivity between activity nodes and centres to support renewal opportunities  <b>Direction 7</b> - Rationalise access and circulation  <b>Direction 8</b> - Celebrate Wyong's natural scenery and heritage character  <b>Direction 9</b> - Reinforce the fine urban grain of Wyong  <b>Direction 10</b> - Connect to East Wyong  <b>Direction 13</b> - Sustainable renewal in Tuggerah Town Centre</p>	<p><b>LIVEABLE</b></p> <p><b>RELIABLE PUBLIC TRANSPORT AND CONNECTIONS</b>                      J2 Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport</p> <p>J4 Design long-term, innovative and sustainable transport management options for population growth and expansion</p> <p><b>OUT AND ABOUT IN THE FRESH AIR</b>                      K1 Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities</p> <p>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</p> <p><b>HEALTHY LIFESTYLES FOR A GROWING COMMUNITY</b>                      L1 Promote healthy living and ensure sport, leisure, recreation and aquatic facilities and open spaces are well maintained and activated</p>	<p>The Tuggerah to Wyong Corridor Strategy identifies the need to prioritise better transport and connections within and between our centres. Many of the actions identified under Direction 3 aim to strengthen the existing cycle network, reinforce key pedestrian links and investigate opportunities to strengthen the local street network in line with Council's Pedestrian Access Mobility Plan (PAMP) and Bike Plan. Direction 3 also creates the action for Council to advocate to the NSW Government for the construction of the Pacific Highway upgrade through Wyong Town Centre and the Link Road connecting North Wyong to Warnervale.</p> <p><b>Direction 3</b> – Maximise connectivity between activity nodes and centres to support renewal opportunities  <b>Direction 4</b> - Maintain and improve the areas strong relationship with green open space and the environment  <b>Direction 5</b> - Build on the Corridor's potential as a great destination for culture, recreation and tourism  <b>Direction 7</b> - Rationalise access and circulation  <b>Direction 12</b> - Utilisation of flood prone areas in Tuggerah  <b>Direction 13</b> - Sustainable renewal in Tuggerah Town Centre</p>



## Relationship with other plans

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

### Regional and Local Strategies

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

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

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



#### Central Coast Regional Strategy

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

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



#### Regional Economic Development and Employment Strategy

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

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



#### Wyong/Tuggerah Planning Strategy

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

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



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

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

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

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



**Wyong Civic and Cultural Precinct Master Plan**

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

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

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



**Active River Foreshore and Baker Park Master Plan**

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

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

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

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



**Wyong Employment Land Study and Industrial Land Audit**

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

has considered the following key themes / actions:

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



**Draft Central Coast Regional Sport and Active Recreation Plan**

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

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

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

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



**Central Coast Regional Transport Plan**

Released in 2013 by the Department of Transport, the Central Coast Regional Transport Plan provides a blueprint for the future and a strategic direction for the delivery of major projects over the next 20 years.

The Central Coast Regional Transport Plan outlines specific actions to address the unique challenges of the area and includes the things

identified as important during consultation held in 2012. The plan looks at population changes in the Central Coast region, including the expected 21 percent increase in population projected over the next 20 years, and considers the impact of major developments in Warnervale, Tuggerah and Gosford.

The plan puts a priority on improving transport connections within the region and reducing travel times to key employment centres in Sydney and the Hunter by improving train services and investing in the region's road network, including the Pacific Highway, upgrades to interchanges on the M1 Pacific Motorway (F3) and supporting the future development of the F3 to M2 link.

In 2016, the NSW Government released its first annual update on the Central Coast's Regional Transport Plan for the future, highlighting major achievements in delivering key projects and services for the region in 2014-15.

# Population, employment and land use findings

## Population profile

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

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

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

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

## Employment profile

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

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

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

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

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

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



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

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

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



Figure 2. 2016 Employment by occupation

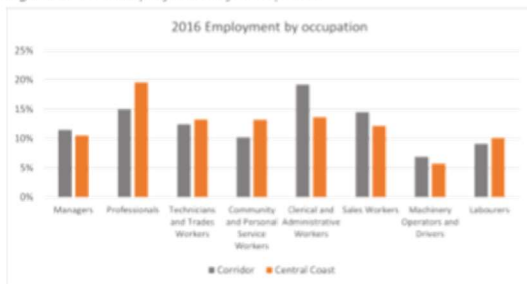
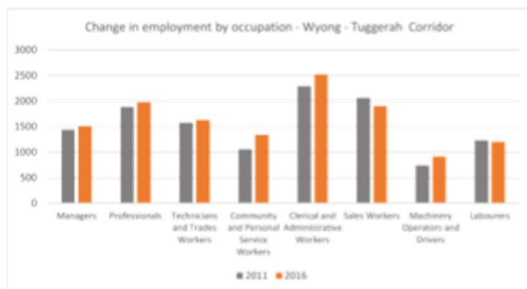


Figure 3. Change in employment by occupation



**Employment projections**

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

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

Table 2. Job Forecast and Change 2016 - 2036

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

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

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

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

## Population, employment and land use findings

### Employment Land Availability and Supply

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

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

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

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

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

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

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

Table 5. Industrial land demand estimation by employment forecast

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

Table 5. Additional dwelling and job forecasts 2016 - 2036

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

### Competitive strengths of the Corridor

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

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

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

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

### Future Economic Development Pathways

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

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

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

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

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

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

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

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

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

## Capacity under current controls

### Future development potential under current controls

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

### Methodology and applied assumptions

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

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

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

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

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

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

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Table 6. Assumed Floor Space Ratio rates applied

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

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

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

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

**Step 4: Residual capacity and correlating job / dwellings yield:** The residual development capacity for land use zones within each land category are outlined in **Table 8**. These figures have been used to determine the approximate number of additional dwellings and jobs supported within the residual uplift capacity. Assumptions applied for differing employment generating land and dwellings are outlined in **Table 7**.

Table 7. Average employment rates (m<sup>2</sup>) & average dwelling assumptions

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

Table 8. Residual development capacity (m<sup>2</sup>) and correlating job / dwelling yield

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



# Capacity under current controls

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

Table 9. Additional dwelling and job capacity under current controls

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

Table 10. Additional dwelling and job forecasts 2016 - 2036

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

Table 11. Residual dwelling and job capacity under current controls

Residual Capacity	Dwellings	Jobs
	583	19,870

Note: Potential for an additional 5,000 dwellings located on the Westfield Tuggerah site (subject to approval) - Refer to action 13.2 (Page 64)

**Key outcomes:**

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

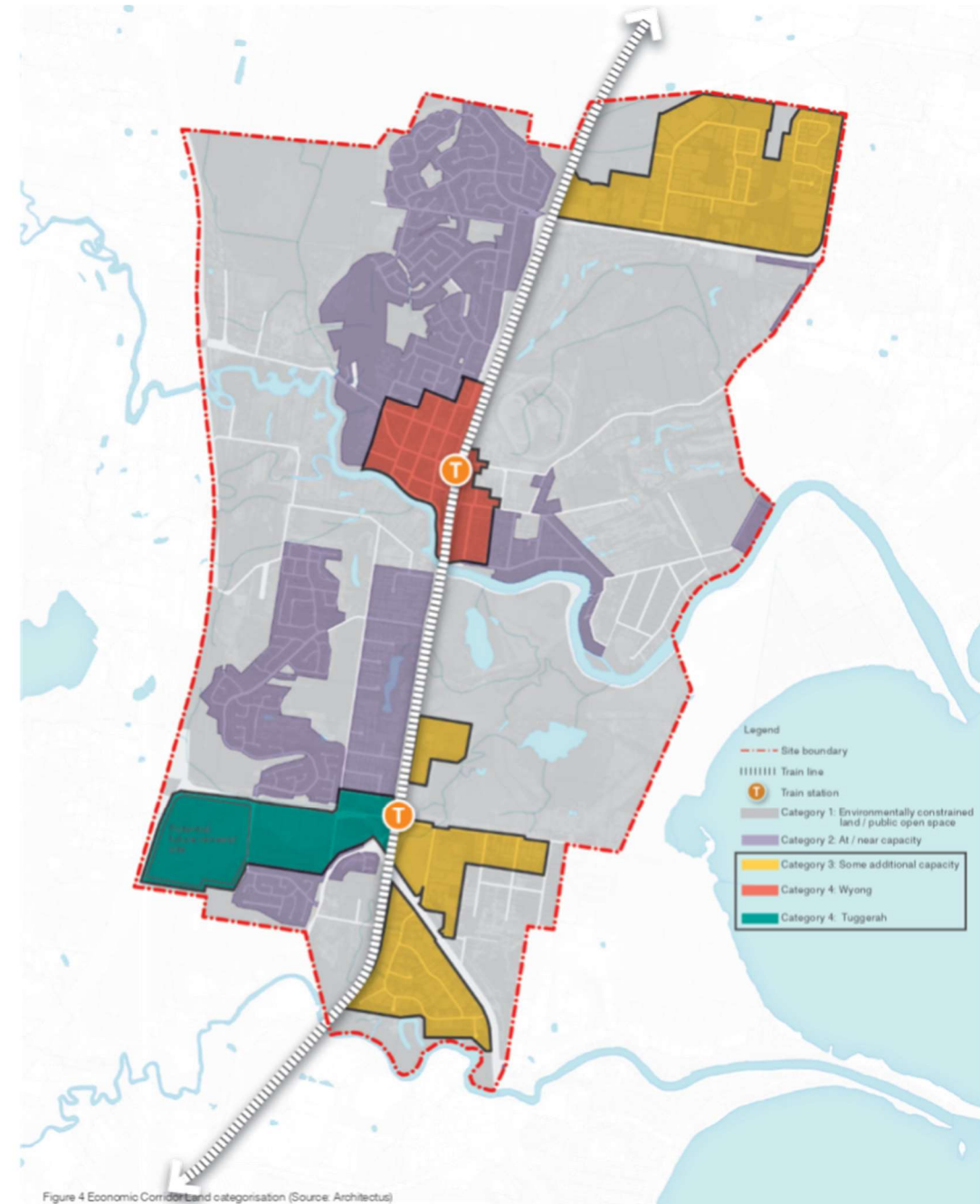


Figure 4 Economic Corridor Land categorisation (Source: Architectus)

## Key findings

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

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

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

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

### Planning for 3,400 additional jobs by 2036.

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

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

### Planning for 4,150 additional residents by 2036

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

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

### Wyong as the civic and cultural centre for investment and growth

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

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

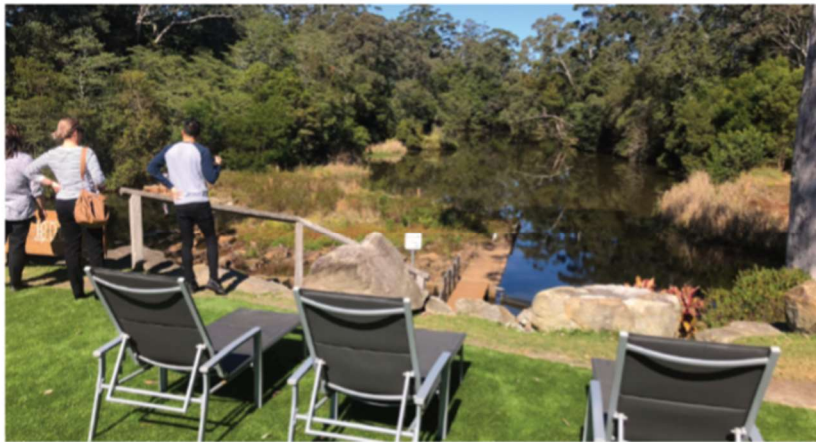
In order to attract the best businesses to the Corridor, the Corridor's amenity and types of services and restaurants and entertainment available needs to be attractive to high quality workers. The following projects should be the focus of Council's efforts:

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

# The Corridor's strengths

## Wyong River – a natural centrepiece

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



Wyong River from the Wyong Milk Factory



Alison Street, Wyong



## Wyong – a Town Centre with "good bones"

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



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



## Natural Assets of Environmental Value

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







Chapman building, Wyong



**Great local food, drink, arts and craft**

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



Tuggerah Business Park (image: Central Coast Business Investment)



**A healthy employment corridor**

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

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



Wyong train station



**A regionally connected corridor**

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



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




**Diverse recreational and sporting assets**

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

## Project drivers


 Define complementary roles and character for each precinct

 Ensure future employment land is sufficient and serviced

 Revitalise Wyong as a mixed use centre

 Increase job containment in the region

 Leverage major infrastructure investments

 Create a diverse, connected and vibrant Tuggerah Centre







## How the Corridor Strategy Works



### Corridor Strategies

There are five corridor wide strategies:

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



### Precinct strategies

There are three precincts that make up the Economic Corridor.

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



### Directions

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

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



### Actions

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

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



## Vision for the corridor



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











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

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

## Strategy on a page

	Corridor				
<b>9 Strategies</b>	 <p><b>Role &amp; Function of Centres</b></p>	 <p><b>Areas for growth</b></p>	 <p><b>Transport and movement</b></p>	 <p><b>Environment and sustainability</b></p>	 <p><b>Culture, recreation and tourism</b></p>
<b>13 Directions</b>	 <b>1</b> <b>Direction 1</b> Capitalise on the unique role and function of each centre	 <b>2</b> <b>Direction 2</b> Ensure sufficient zoned land to accommodate projected population and employment increases	 <b>3</b> <b>Direction 3</b> Maximise connectivity between activity nodes and centres to support renewal opportunities	 <b>4</b> <b>Direction 4</b> Maintain and improve the areas strong relationship with green open space and the environment	 <b>5</b> <b>Direction 5</b> Build on the Corridor's potential as a great destination for culture, recreation and tourism
<b>34 Actions</b>	<p><b>Action 1.1</b> Reinforce Wyong as the civic and cultural centre</p> <p><b>Action 1.2</b> Plan for increased demand for retail uses in the future</p> <p><b>Action 1.3</b> Plan for the growth of Tuggerah</p>	<p><b>Action 2.1</b> Resist rezoning significant sites and releasing new urban land in the short to medium terms</p> <p><b>Action 2.2</b> Continue to monitor take-up and availability of industrial land in the corridor</p> <p><b>Action 2.3</b> Attract and retain business</p>	<p><b>Action 3.1</b> Strengthen the existing cycle network</p> <p><b>Action 3.2</b> Reinforce key pedestrian links</p> <p><b>Action 3.3</b> Investigate opportunities to strengthen the local street network</p> <p><b>Action 3.4</b> Minimise potential impacts of Pacific Highway upgrades</p> <p><b>Action 3.5</b> Understand and leverage the opportunities associated with the Sydney to Newcastle fast rail project</p> <p><b>Action 3.6</b> Advocate for the completion of Pacific Highway upgrades and a link road to Warnervale</p>	<p><b>Action 4.1</b> Maintain green gateways and movement corridors</p> <p><b>Action 4.2</b> Create a strong connection with the natural environment</p> <p><b>Action 4.3</b> Further Flood Planning Investigations</p>	<p><b>Action 5.1</b> Establish the Corridor as a significant regional destination for recreation</p> <p><b>Action 5.2</b> Explore utilisation of Corridor's natural bushland areas as key attractors</p> <p><b>Action 5.3</b> Open Space Needs and Recreation Study</p>

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







# Corridor Strategies

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

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

CORRIDOR





## Corridor strategy: Role & Function of Centres



### Direction 1

## Capitalise on the unique role and function of each centre

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

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

### Action 1.1 Reinforce Wyong as the civic and cultural centre

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

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

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

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

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

### Action 1.3 Planning for the growth of Tuggerah

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

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



**1 Wyong Town Centre**

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



**2 Tuggerah Regional retail, business and service centre**

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





## Corridor strategy: Areas for growth



### Direction 2

## Ensure sufficient zoned land to accommodate population and employment projections

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

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

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

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

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

Based on past development trends there is enough industrial land in the corridor to accommodate demand over the next 20 years (see capacity under current controls pages 18-20). If the rate of industrial land take-up increases in the future, the supply of developable and attractive industrial land may run out before 2036. Council should monitor the take-up rate and availability of industrial land and consult with local business owners about constraints on industrial development. The land east of the Pacific Highway and north of Lake Road is subject to environmental and access constraints and is not considered attractive for development. For development to occur here access to the Lake Road area would need to be improved and flooding must be addressed.

Industrial land in the corridor should be considered in the context of the broader region. An industrial land study was carried out for the former Wyong Council area in 2013 and concluded that there was 123 years of land supply in the LGA, with a substantial amount of low-level constrained land available. Land supply thus outpaces demand across the LGA.

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

### Action 2.3 Attract and retain business

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

- Continue to work with other agencies to bring a Food innovation hub to the Corridor. Refer to Action 11.2 for details.
- Consider additional co-work space in the town centre of Wyong. A small shopfront could provide space for small businesses that support other administration jobs in the centre, which is a growth area for the Corridor.
- Ensure businesses have certainty about the long-term security of employment lands, by resisting pressure for residential development in the area.
- Work with agencies to explore options for a Fast Rail stop in the Corridor.

## Guidance for future urban renewal sites



### Tuggerah Gateway Site

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



### Former Wyong Grove Primary School

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



### Areas East of Wyong Train Station

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





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



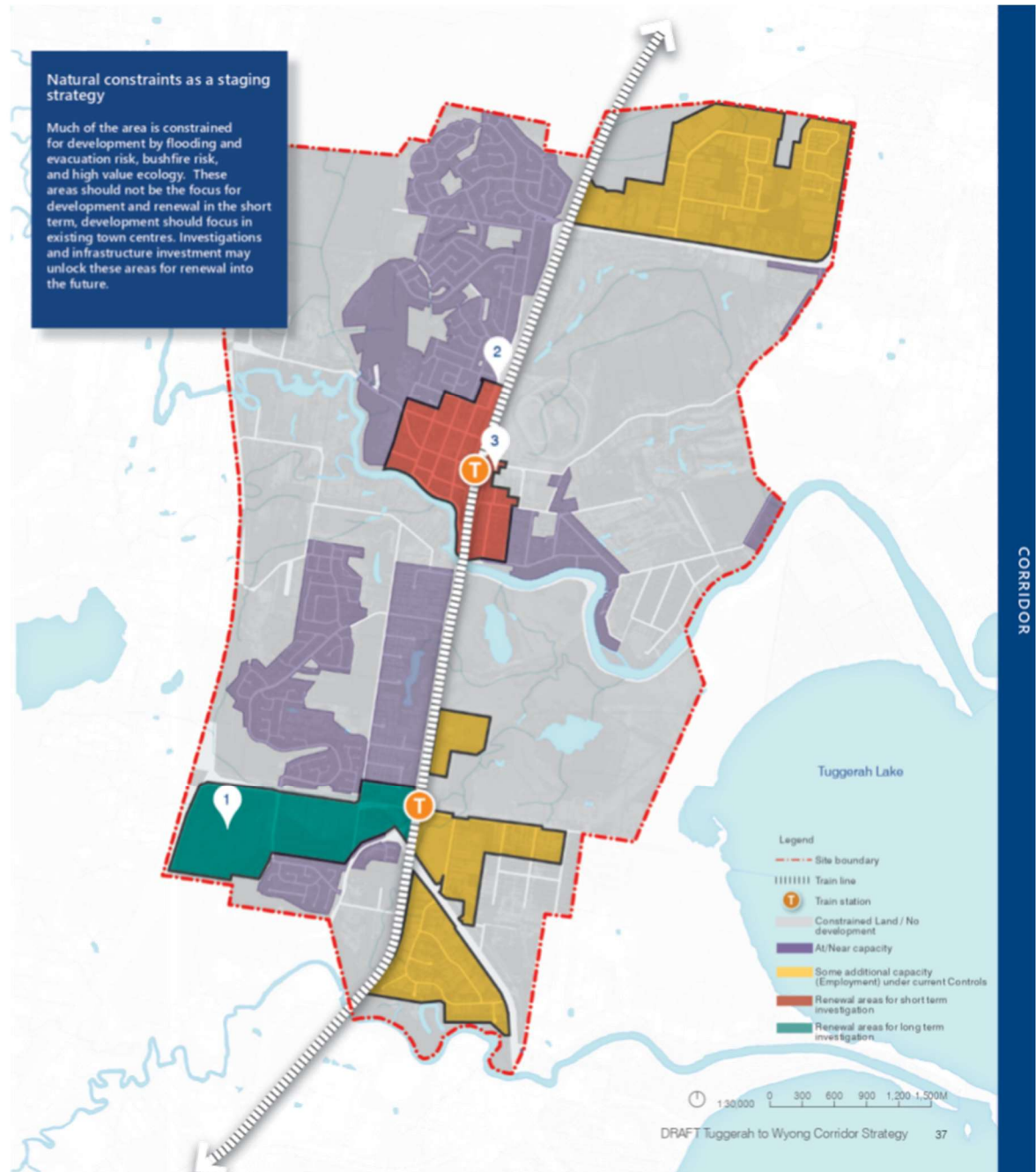
Tuggerah Gateway Site (Source: Department of Planning and Environment)



Wyong Town Centre (Source: Central Coast Council)

**Natural constraints as a staging strategy**

Much of the area is constrained for development by flooding and evacuation risk, bushfire risk, and high value ecology. These areas should not be the focus for development and renewal in the short term, development should focus in existing town centres. Investigations and infrastructure investment may unlock these areas for renewal into the future.





## Corridor strategy: Transport and movement



### Direction 3

## Maximise connectivity between activity nodes and centres to support renewal opportunities

### Action 3.1 Strengthen the existing cycle network

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

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

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

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

### Action 3.2 Reinforce key pedestrian links

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

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

Council are to investigate further opportunities to deliver additional pedestrian infrastructure,

including the Wyong River Foreshore Link (see plan overleaf) and inter-precinct links as part of a revised PAMP that potentially extends beyond the 10 years.

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

Some street networks within key employment areas lack legibility and permeability, presenting challenges for access and future growth. Council are to investigate further opportunities to strengthen the local street network within the Corridor, including a defined street hierarchy and delivery of key links, to support the continued growth of the Corridor's employment precincts. Opportunities for improved local street networks for the North Wyong and Tuggerah precincts are detailed in their respective Precinct Strategies.

### Action 3.4 Minimise potential impacts of Pacific Highway Upgrades

Although the traffic benefits will be significant, the RMS's proposed Pacific Highway upgrades presents a real challenge to the pedestrian experience and character of Wyong Town Centre, with a substantially wider road and heavier traffic impacting the centre's amenity. Council will work with RMS on the finalisation of the Pacific Highway upgrades through Wyong Town Centre with the aim to minimise potential impacts on the centre's character, public domain amenity and ensuring that the east and west sides of the town centre are well-connected.

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

The proposed fast rail project will reduce travel time from Gosford to the City from 1 hour, 19 minutes to 1 hour. The project will utilise existing infrastructure. As yet, the stops on this service are not confirmed. There are benefits associated with a stop at both centres – Tuggerah provides

for more commuter parking services (giving many people access to Fast Rail services) and Wyong would benefit from improved connections between businesses, services and civic uses. Council will work with the NSW Government on any future progression of the project.

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

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

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





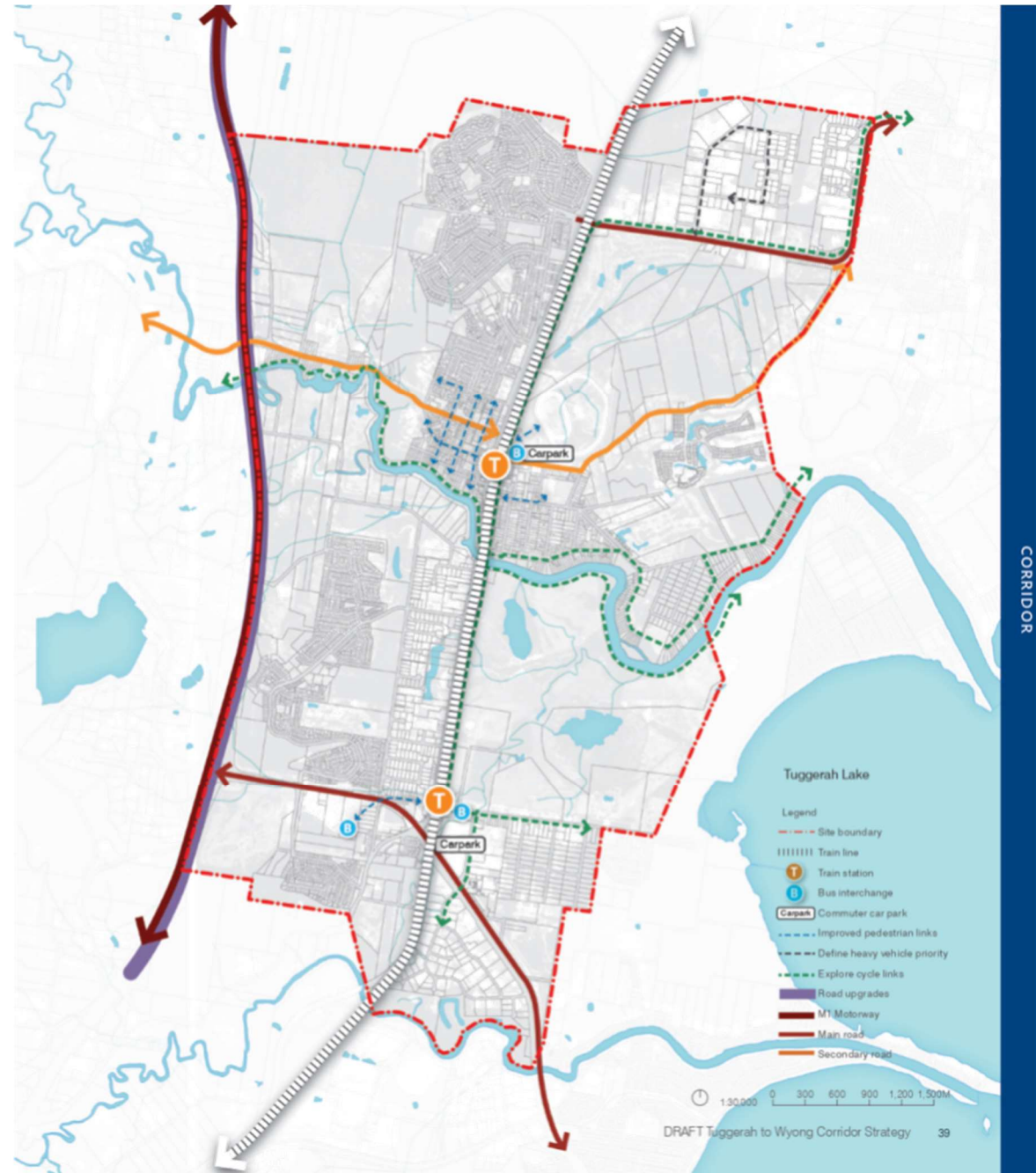
Sydney to Newcastle Fast Rail (image: www.nsw.gov.au)



Extract from Draft Central Coast PAMP for Wyong and Tuggerah Priority Routes



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





## Corridor strategy: Environment and Sustainability



### Direction 4

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

#### Action 4.1 Maintain green gateways and movement corridors

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

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

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

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

#### Action 4.2 Create a strong connection with the natural environment

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

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

Council are to investigate key opportunities for enhancing connections to the environment including (but not limited to):

- Enhanced views and access to the Wyong River
- A comprehensive river walk along the banks of the Wyong River.
- Views and access to key wetlands and nature reserves.

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

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

#### Action 4.3 Further Flood Planning Investigations

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

Council are to regularly update the Corridor's Floodplain Risk Management Plans and flood planning controls to ensure development in flood evacuation risk areas is avoided.

Flooding risks around Tuggerah Station must be resolved to enable urban renewal and densification in this area. This includes exploring the potential to provide floodwater detention infrastructure to reduce flood affectation within the Corridor, and alternative housing typologies that reduce building footprints and manage more water in the landscape.





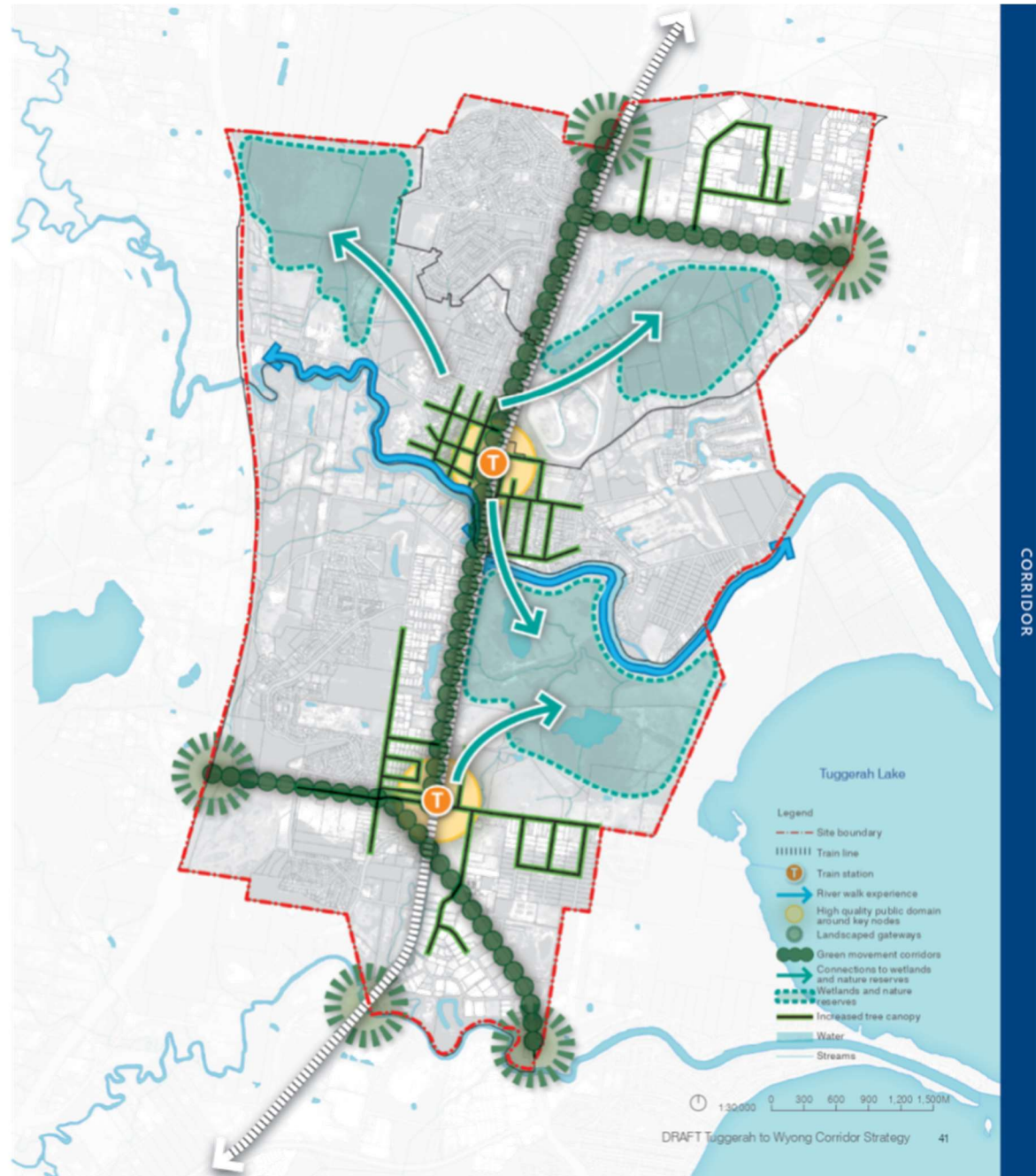
Highway entrance to Tuggerah from the M1 with mature forest provides an attractive landscape gateway (image: Google Street View)



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



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







## Corridor strategy: Culture, recreation and tourism



### Direction 5

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

#### **Action 5.1** Establish the Corridor as a significant regional destination for recreation

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

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

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

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

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

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

Council will investigate how these natural bushland areas can be utilised for educational and recreational purposes. The investigation should consider the provision of boardwalks, footpaths and viewing platforms to facilitate activities such as birdwatching, walking, cycling and bushwalking. Council will need to work with stakeholders, land owners and Office of Environmental Heritage to ensure the integrity of the bushland areas are maintained while opportunities for recreational uses are delivered

#### **Action 5.3** Open Space Needs and Recreation Study

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

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

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



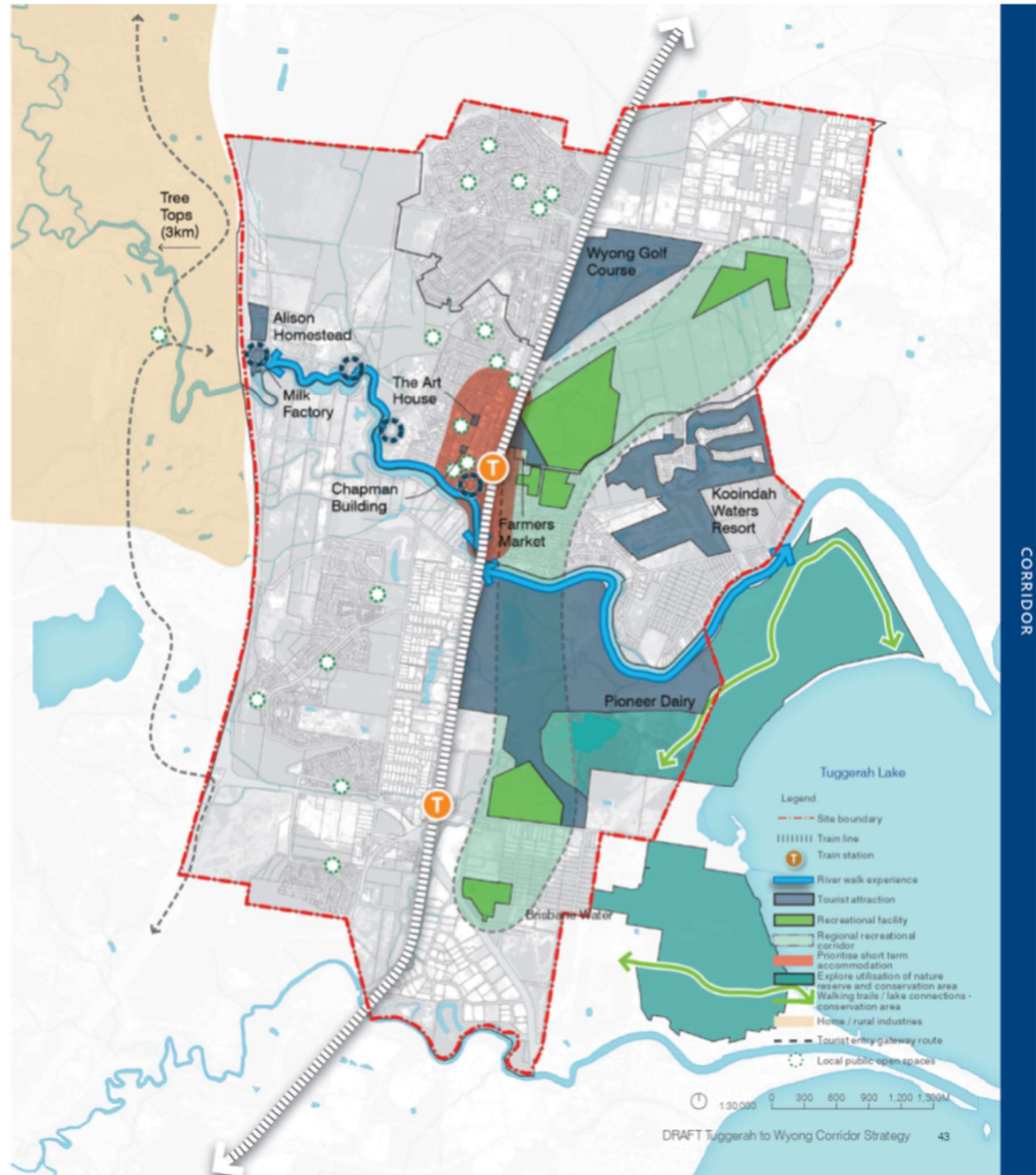
Tree Tops Central Coast (image: visitnsw.com)

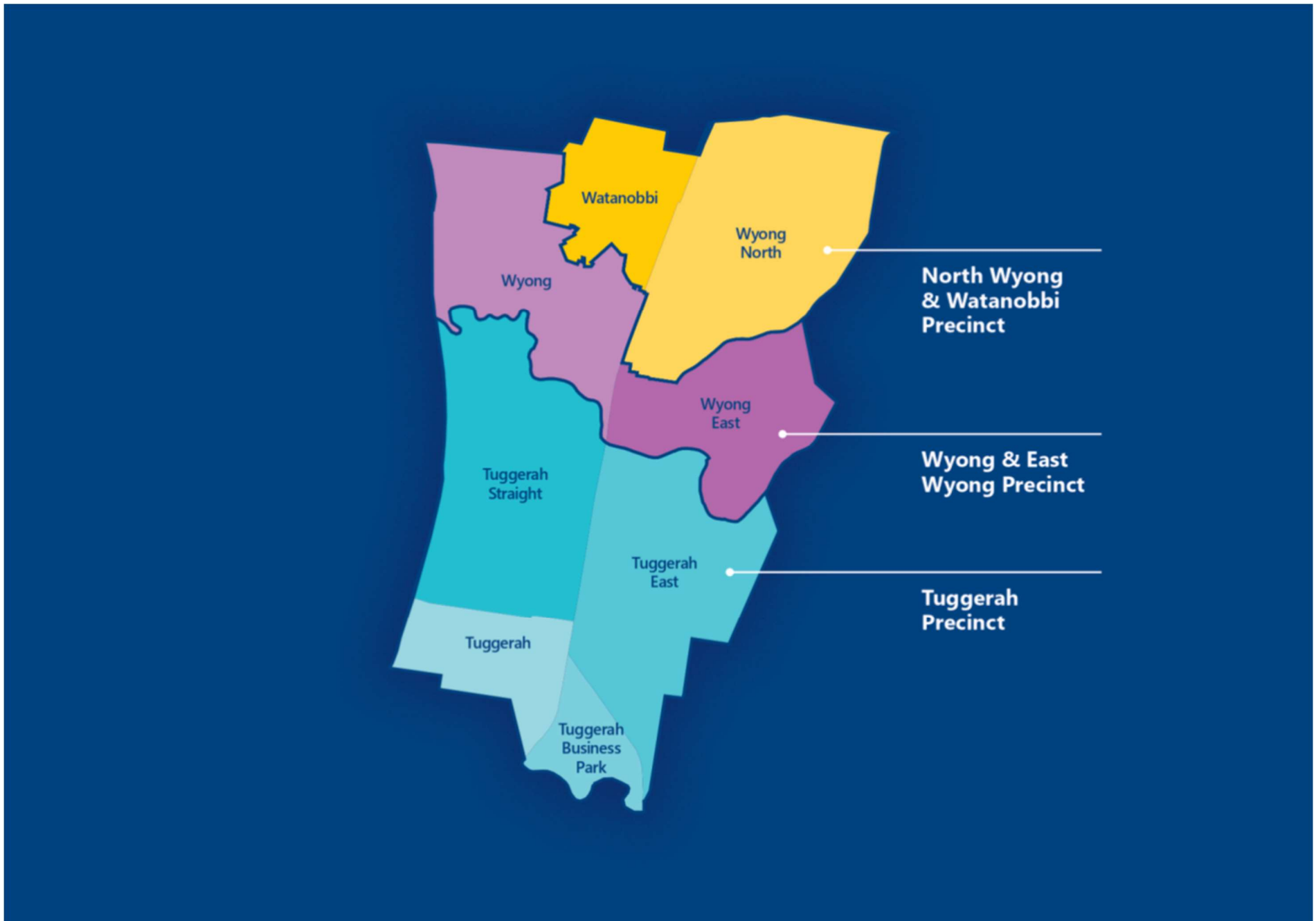


Central Coast Regional Sporting and Recreation Complex (image: Centralcoast.nsw.gov.au)



Narrabeen Lagoon Walk (image: Aspect Studios)







**North Wyong & Watanobbi**

**Wyong & East Wyong**

**Tuggerah**

## Precinct Strategies

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




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







**2036 Target:**

-  **100 less people**
-  **300 additional jobs**
-  **75 additional dwellings**

## North Wyong & Watanobbi Precinct

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

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

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



## Understanding North Wyong and Watanobbi



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

### Well located employment zone

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

The land zones within the precinct are consistent with the vision for growth within the North Wyong employment precinct with Business Enterprise (B6) fronting the Pacific Highway and General Industrial (I1) centrally located within the precinct. The existing land zones ensure heavy industry remains setback from the highway and more appropriate lighter industry addresses the Pacific Highway. The two zones also allow for higher order industrial and commercial development.

### Large setbacks to Pacific Highway

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



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

### Landscaped gateway to North Wyong

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

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



Wyong Golf Course frontage (image: Google street view)



Coffee grinders (image: realcommercial.com.au)



**Successful businesses**

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



North Grounds cafe (image: Facebook)



Lurooa Road entry off the Pacific Highway



**Vehicle entries**

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





## Precinct strategy: North Wyong & Watanobbi

### → Direction 6

#### Maintain and encourage employment uses in North Wyong

##### **Action 6.1** Review the permissible land uses in the B6 - Business Enterprise Zone on the Pacific Highway

Generally, the land zones are consistent with the vision for the North Wyong employment precinct with Business Enterprise (B6) fronting the Pacific Highway and General Industrial (IN1) centrally located within the precinct. This arrangement ensures heavy industry remains setback from the Highway and more appropriate lighter industry addresses the Pacific Highway frontage.

Both employment zones allow for higher order industrial and commercial development and can facilitate employment growth.

The B6 zone currently permits 'shop top housing' and 'serviced apartments', and Council has received a development application for a serviced-apartment development in the North Wyong industrial precinct. These uses are incompatible with the current and intended future uses of this precinct. If residential development is allowed to occur within the employment area, it risks creating reverse amenity impacts on existing businesses and reducing the attractiveness of the precinct for future businesses. Residential development in the area also poses the risk of increasing land values in the area, where reasonable land values and rents have been key to the precinct's growth and success.

Council to review the land use controls for the B6 Zone as part of the comprehensive Central Coast LEP preparation.

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

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

- Identification of a central green space that may be provided as part of the renewal of a large site. This space could become a hub for workers and provide more diverse recreation and social opportunities.
- A tailored front setback strategy that complements the hierarchy of streets. This may include smaller, more urban setbacks for narrow roads and more generous setbacks for the main entry road.
- Introduce minimum side and rear setback controls, to ensure significant tree planting is provided on site boundaries.
- Review of the setback controls to Pacific Highway to enable the development of, and appropriate setbacks to the new active transport link.
- Discourage parking in all front setbacks and not just large lots.

### → Direction 7

#### Rationalise access and circulation

##### **Action 7.1** Consolidate access points to the Pacific Highway

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

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

Council are to investigate the consolidation of vehicular access points (As shown within the precinct map) to individual lots fronting the Pacific Highway.

##### **Action 7.2** Improve the permeability and circulation within the employment precinct

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





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

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

**Landuse**

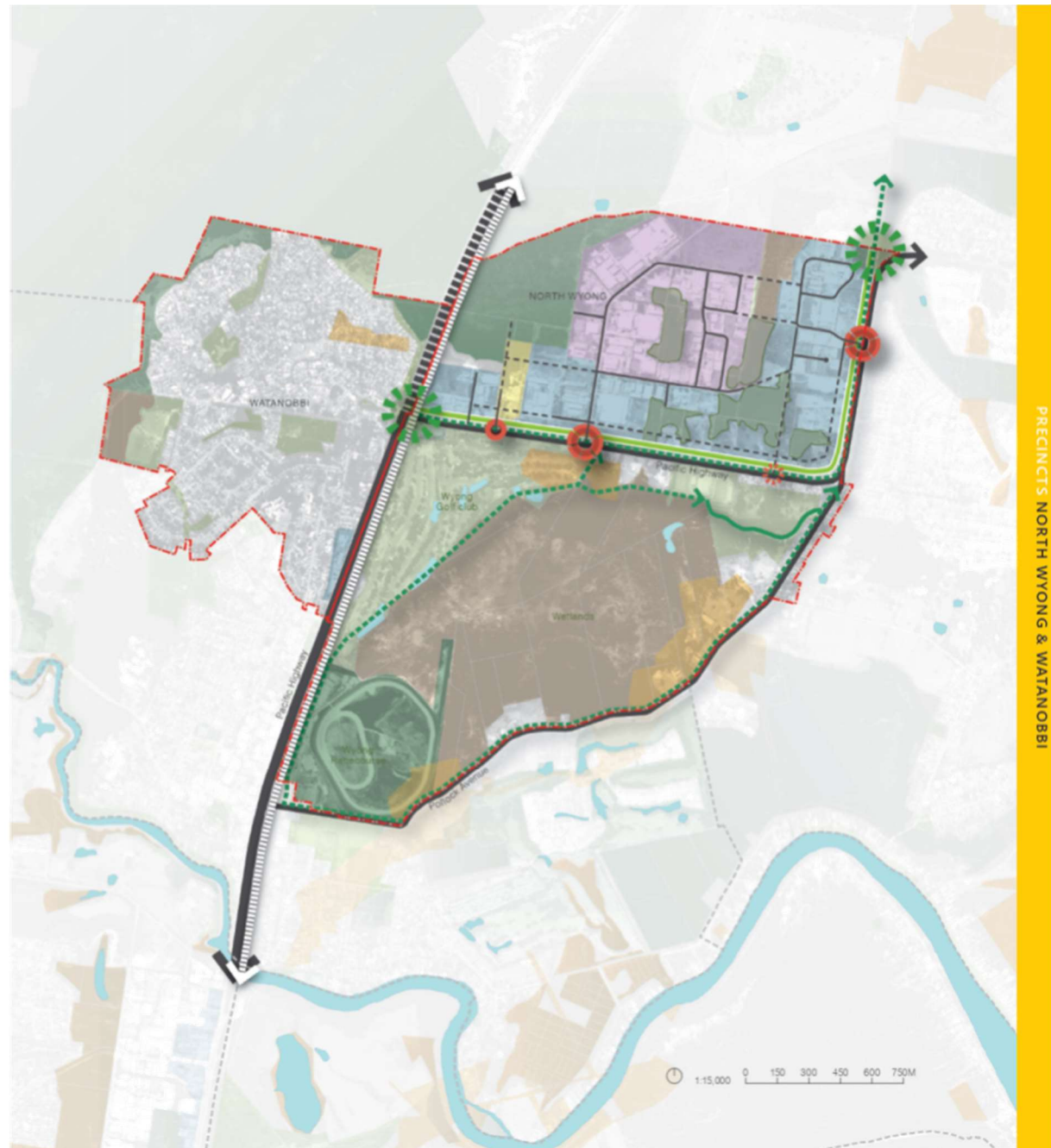
-  Precinct boundary
-  Retain Enterprise Corridor Zoning (B6)
-  Retain General Industrial Zoning (IN1)
-  Retain Environmental Zonings (E2 & E3)
-  Retain Special Uses Zoning (SP2)

**Public domain and recreation**

-  'Green' gateway - create an attractive landscaped entry to North Wyong
-  Retain existing stands of vegetation and extend to create a continuous green corridor.
-  Provide high quality areas of open space for workers and visitor amenity
-  Proposed landscape setback

**Traffic and transport**

-  Train line
-  Planned highway upgrade
-  Potential highway upgrade
-  Existing streets
-  Proposed street connections to improve internal access and permeability
-  Major vehicle entries - consolidate vehicle access to improve traffic flow and safety along the Pacific Highway
-  Minor vehicle entries - provide new access point to improve circulation and alleviate evacuation
-  Proposed active transport link (ATL)












## Wyong & East Wyong

### 2036 Target:

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

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

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

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





## Understanding Wyong



Wyong River



The Chapman Building est.1901

### An established high street

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



### Heritage architecture

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



### Attractive Wyong river frontage

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

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



Alison Road shops



Wyong train station

**Public Transport**

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



The Art House Theatre

**Cultural experiences**

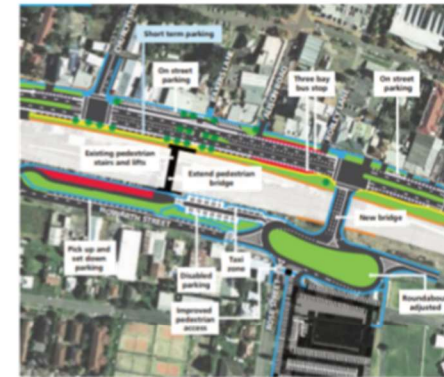
Wyong has a number of civic and cultural functions that broaden its appeal as a local and regional centre including the newly constructed 500 seat Art House Theatre.



The Wyong Milk Factory on Wyong River

**Recreation and lifestyle**

There are plenty of recreational activities and places for families to get out in the open air and enjoy the scenery. The Wyong River offers a great environment as a day out for locals and visitors to the area. There is potential to enhance this offer by providing a high quality dedicated walking trail along the river.



Pacific Highway Concept Plans (source - RMS)

**Pacific Highway upgrade**

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





## Precinct strategy: Wyong & East Wyong

### → Direction 8

#### Celebrate Wyong's natural scenery and heritage character

##### Action 8.1 Create a new river walk

There is currently a footpath along River Road and Panonia Road that extends west along the northern bank of Wyong River from the Wyong Bowls Club to the corner of Hope Street. Whilst this creates an attractive walk there is an opportunity to improve this facility in both quality and extent.

Council are to investigate as part of the Wyong Structure Plan the future upgrade of this path into a shared path extending west along the northern river bank to the Wyong Milk Factory (close to the Pacific Motorway).

Council should also investigate the expansion of the shared path east along the southern bank of the Wyong River (as the northern bank is too constrained by private ownership).

Once Council have developed a concept for this walk, review the planning controls for the adjoining lots in terms of: setbacks/ dedication required, controls for ensuring development addresses and activates the walk, provision of north-south links into the walk.

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

Wyong town centre has many older and attractive buildings that contribute to its rich and unique character. This heritage distinguishes Wyong from many other centres in the region - making the heart of civic uses and culture in the Corridor.

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

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

### → Direction 9

#### Reinforce the fine urban grain of Wyong

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

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

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

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

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

### → Direction 10

#### Connect to East Wyong

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

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

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

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

- A pedestrian crossing at Alison Road and Pacific Highway, connecting in to the retail high street.
- A design that accommodates significant trees and landscape outcomes.
- Although some parking may be lost, some on-street parking would help to buffer shop fronts from traffic noise
- No reduction in footpath width, compared to the current situation.

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

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



**Landuse**

- Precinct boundary
- Centre boundary (refer to detailed plan page 54)
- Cadastre (property boundaries)
- East Wyong investigation area
- Medium density investigation area
- Recreational investigation area

**Public domain and recreation**

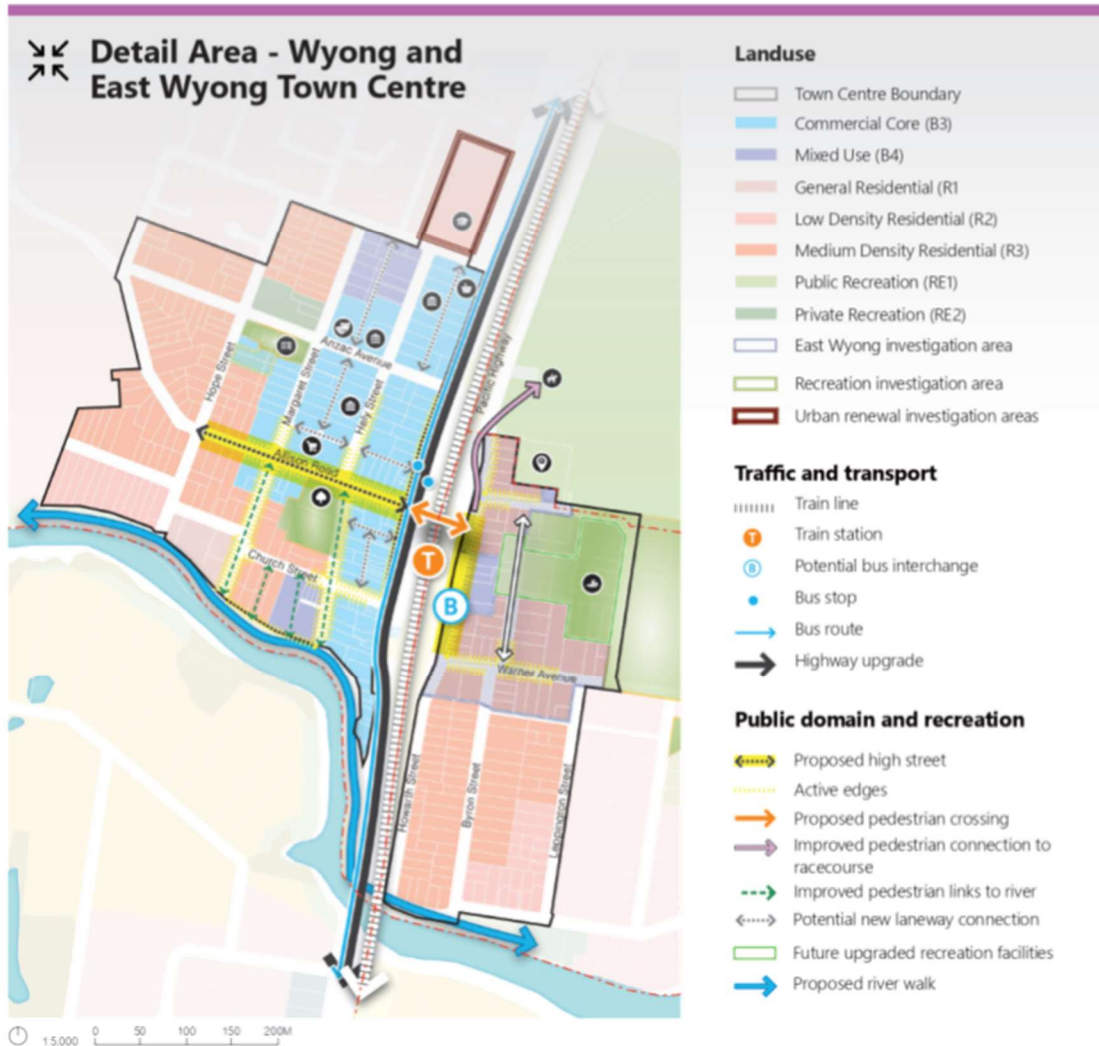
- Active high street
- Proposed direct pedestrian crossing between Wyong and Wyong East
- Improved pedestrian connection to racecourse
- Improved pedestrian cycle connections into town centre
- Improved pedestrian links to river
- Proposed river walk
- Potential points of interest
- Attraction: Milk Factory
- Potential walking track
- Potential future nature experience/trails

**Traffic and transport**

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



# Precinct strategy: Wyong & East Wyong



## Direction 10 Connect to East Wyong

### Action 10.3 Investigate opportunities for Baker Park

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





Lonsdale Street, Dandenong VIC (TCL Landscape Architecture)



**Howarth Street Retail Frontages and Public Domain upgrades**

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



Glee Coffee Roasters, Wyong



**Activate laneways**

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



New Brighton Road, London (Gehl Architects)



**Alison Road Public Domain**

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



Narrabeen Lagoon Walk (Aspect Studios)



**Riverfront walk**

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












# Tuggerah

## 2036 Target:

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

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

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

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





# Understanding Tuggerah



Aerial view of Tuggerah



Tuggerah Regional Sporting Complex (image: Central Coast Council)



### Major employment, retail and entertainment hub

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



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



Tuggerah Station east side (image: NEARMAP)

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



Tuggerah Station west side (image: NSWRail.net)

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



Tuggerah Westfield (image: Visit NSW)

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



Wyong Business Park (image: Central Coast Business Investment)

**Wyong Business Park**  
 A successful employment area nearing capacity



Pioneer Dairy Wetlands (image: Central Coast Community News)

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





## Precinct strategy: Tuggerah

### → Direction 11

#### Maintain and encourage employment uses in Tuggerah

##### Action 11.1 Preserve existing employment zones

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

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

##### Action 11.2 Investigate food innovation hub

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

### → Direction 12

#### Utilisation of flood prone areas in Tuggerah

##### Action 12.1 Explore recreational uses in flood prone areas

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

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

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

**Land Use**








Retain existing zonings except changes to be investigated below:

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

**Public domain and recreation**

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

**Traffic and transport**

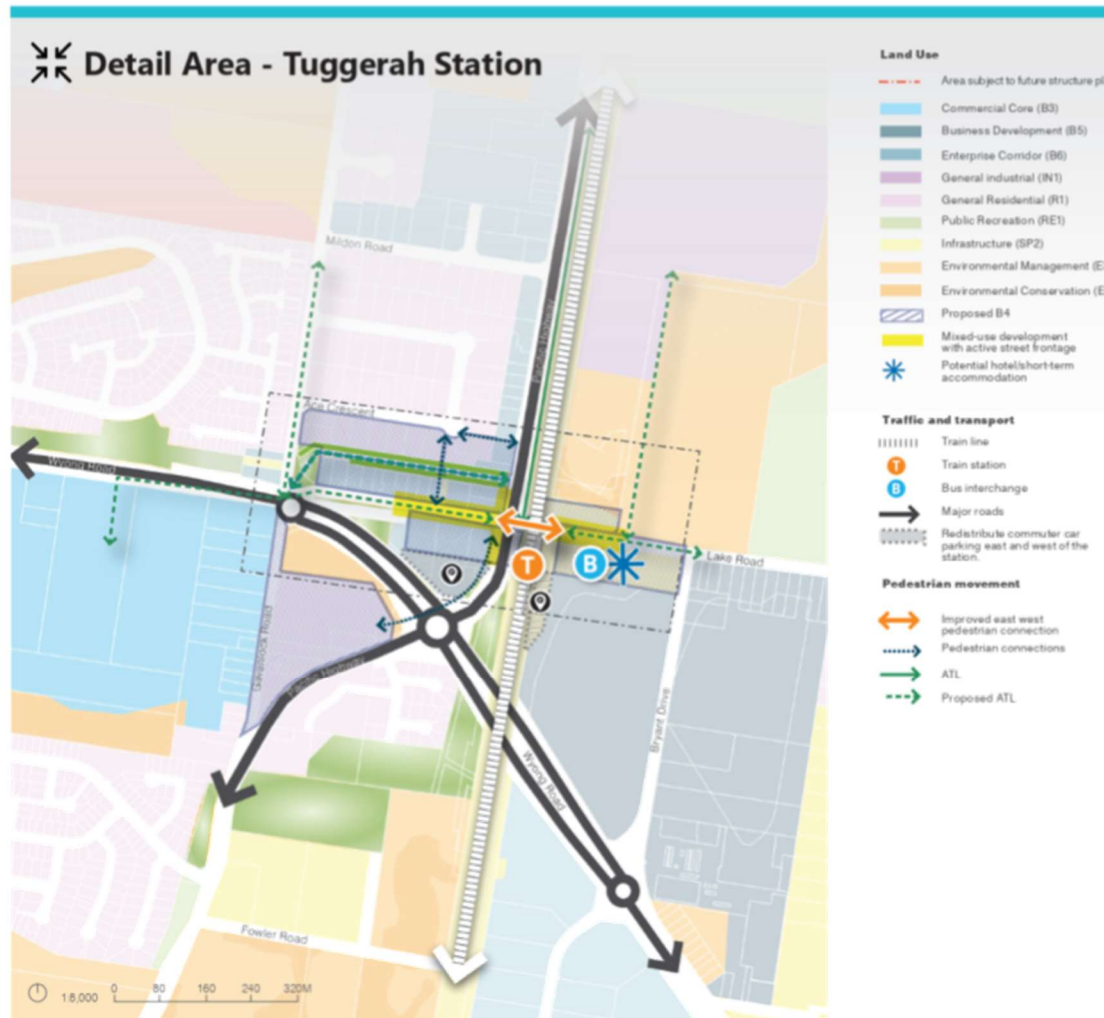
-  Train line
-  Train station
-  Bus interchange
-  Major roads
-  Existing local roads
-  Proposed roads - investigate an additional road link from Wyong Road into existing industrial area. Develop street network to improve access and circulation.
-  Proposed ATL - Provide safe pedestrian and cycle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



PRECINCTS TUGGERAH



## Precinct strategy: Tuggerah



### Direction 13

## Sustainable renewal in Tuggerah Town Centre

### Action 13.1 Investigate transit-oriented development at Tuggerah Station

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

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

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

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



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



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



Padstow commuter car park, NSW (image: A/W Edwards)



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



Edmondson Park Train Station, NSW



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



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



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

**Pedestrian and cycle movement**

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









## Implementation

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





envisage



# OURIMBAH

Land Use Planning Strategy  
and Town Centre Masterplan

2019

**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 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.

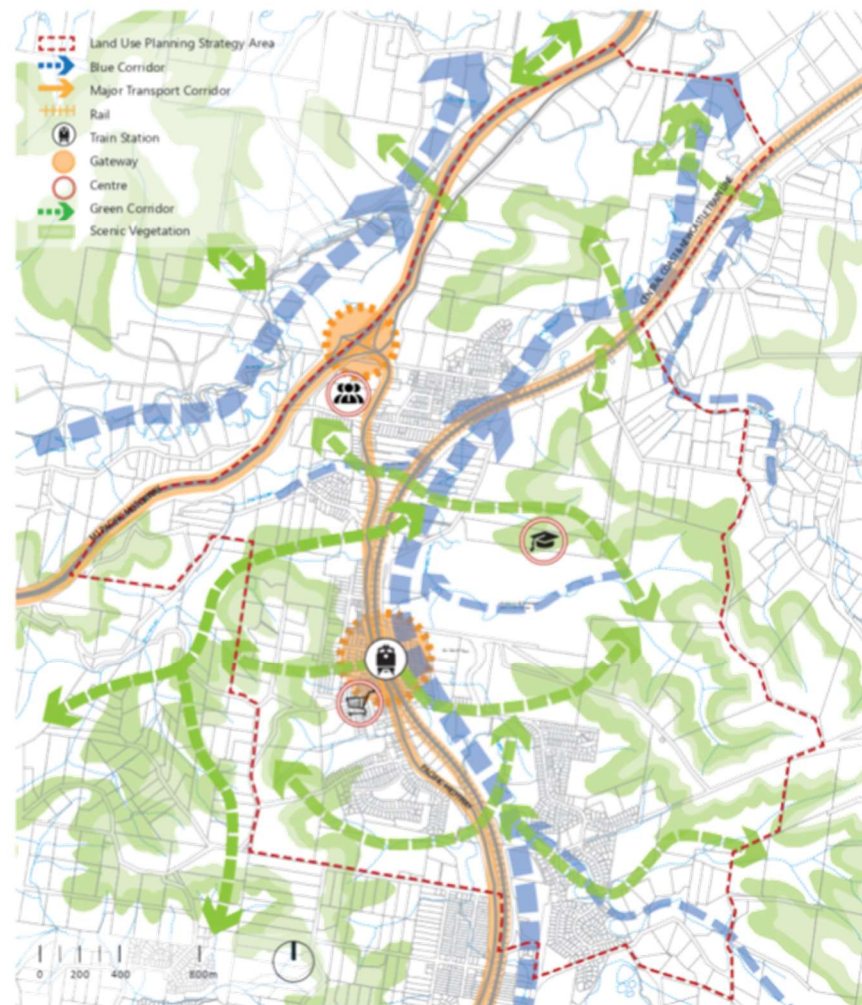


Fig 1.1: Area-wide Framework Map

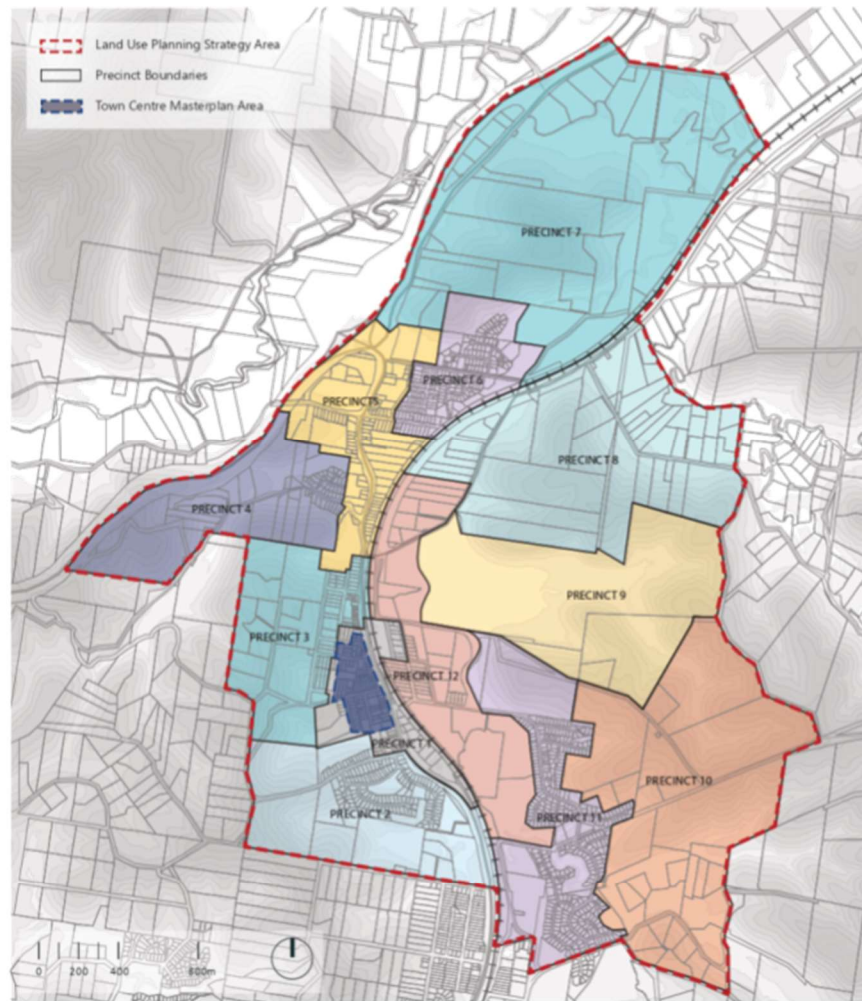


Fig 1.2: Precincts Map

**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 Section 7.11 or Section 7.12 of the Environmental Planning & Assessment Act or under s64 of the Local Government Act).

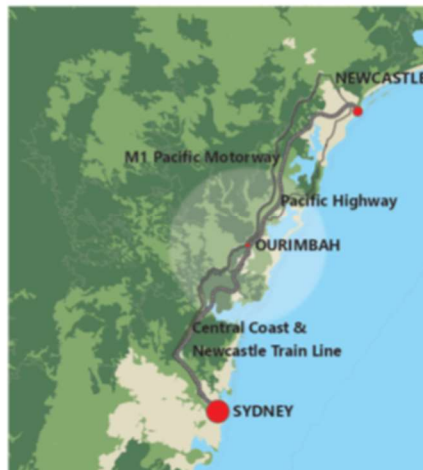


Fig 2.1: Ourimbah State Context

## 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.

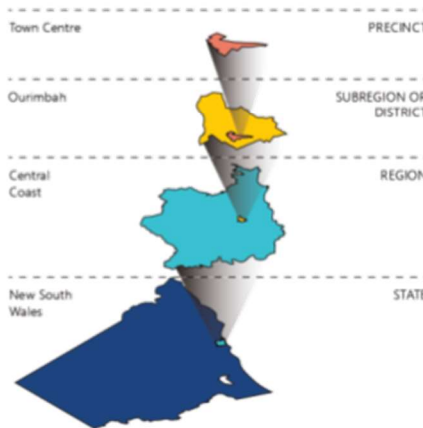


Fig 2.2: Planning Context

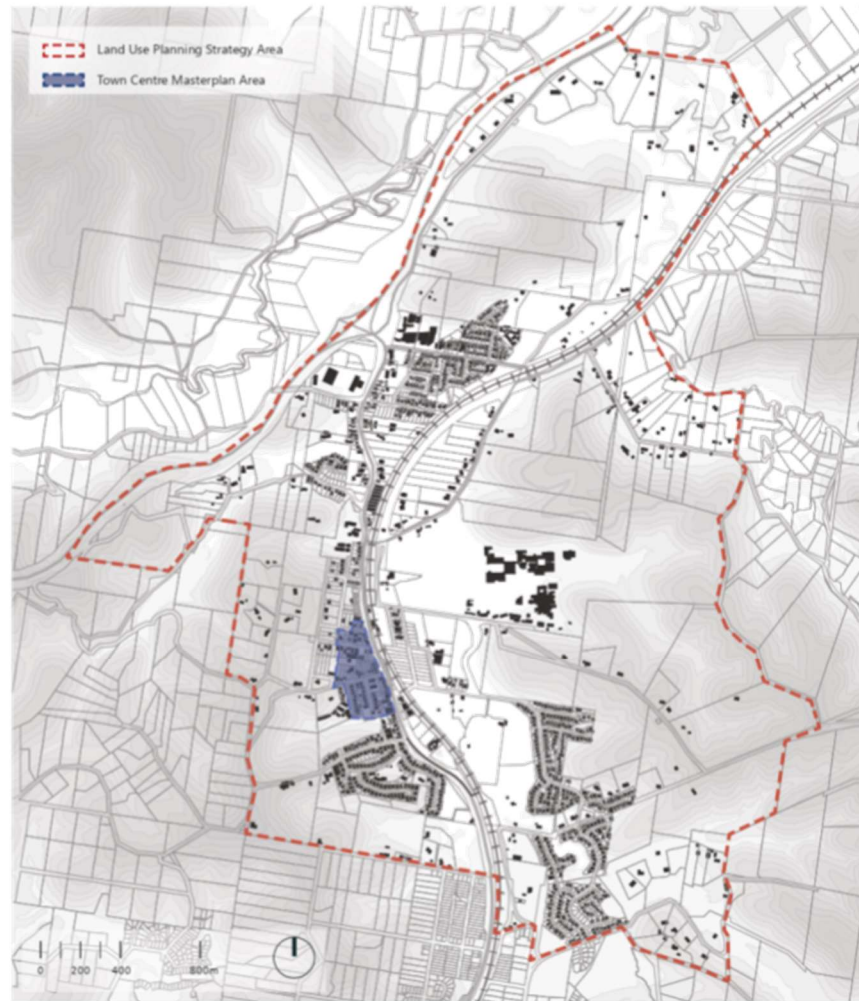


Fig 2.3: Land Use Strategy Study and Masterplan Area Boundaries



**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**

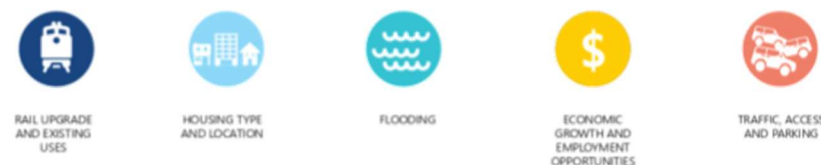
The Land Use Planning Strategy and Town Centre Masterplan were prepared in consultation with a number of key stakeholders, including the local community. The process taken to prepare the Land Use Strategy and Town Centre Masterplan, including key consultation milestones and issues of interest identified 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 LIAISON 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. Section 7.11 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.

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.

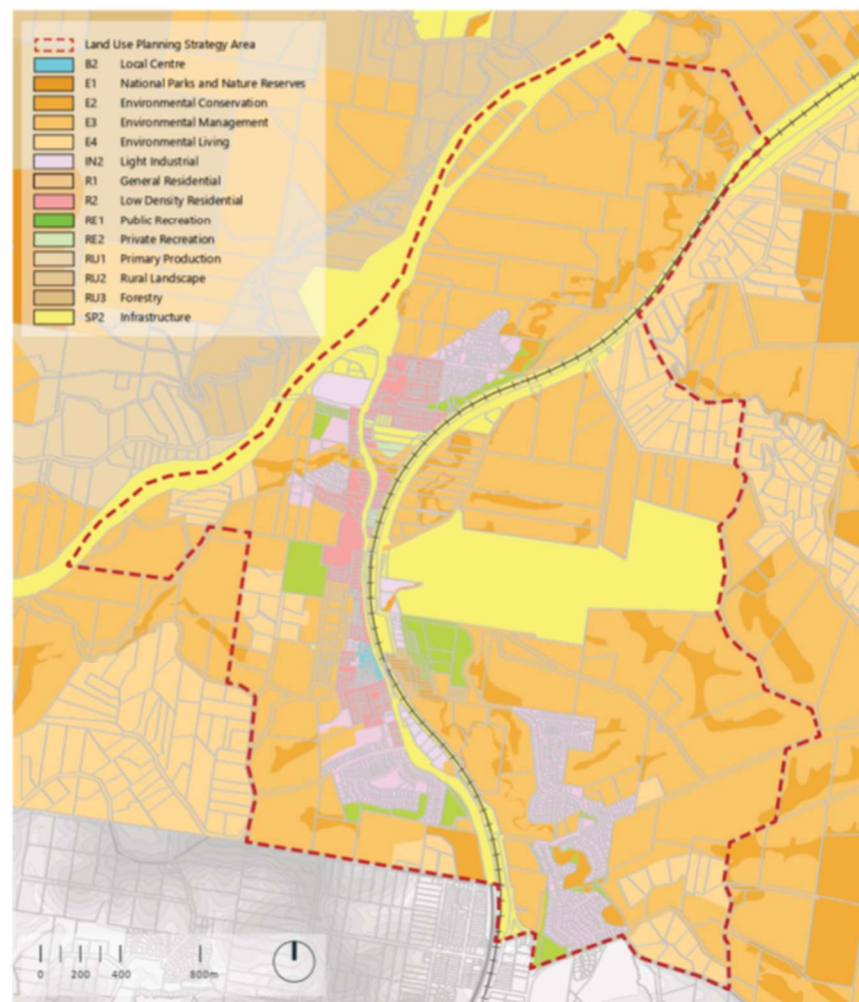


Fig 2.4: Current Zoning

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 Warnervale, 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 local 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)

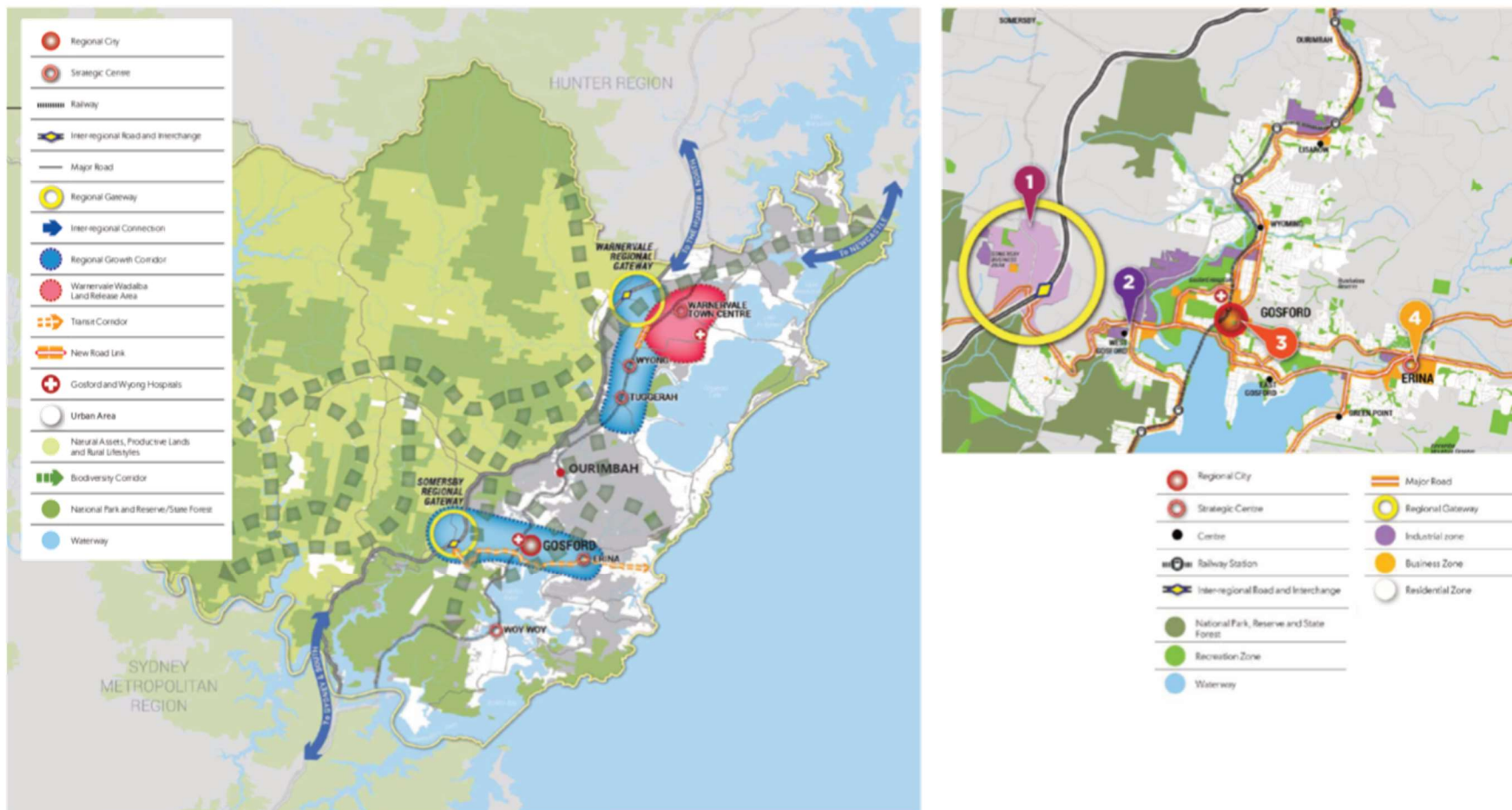


Fig 2.5: Excerpts from Central Coast Regional Plan ( Figures 3 and 5)





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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 Warnervale, 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 2001-2011. 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

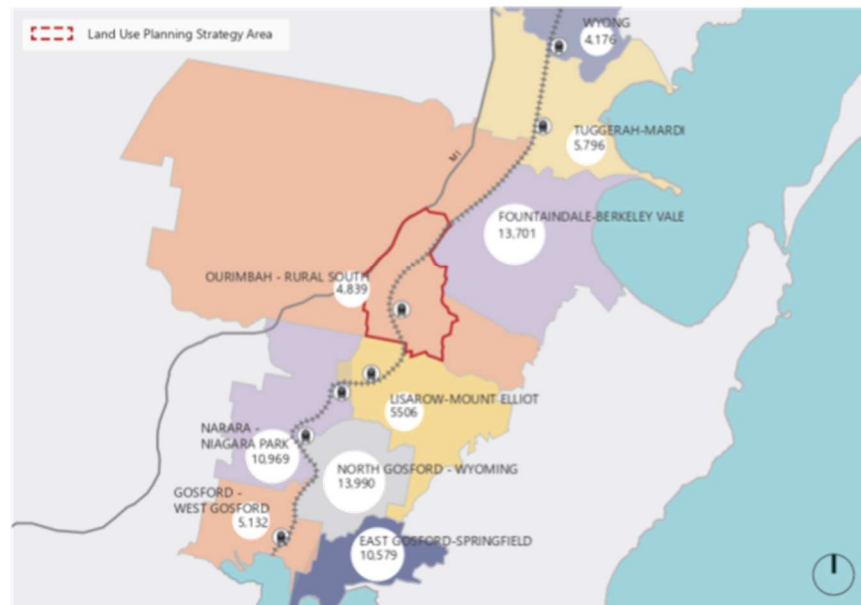
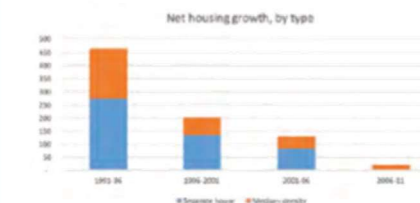
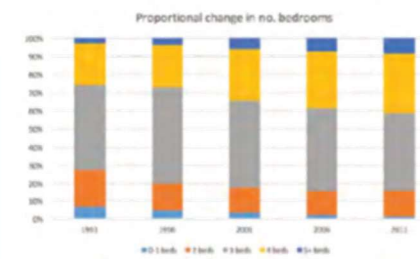


Fig 2.6 Population Distribution



[Disclaimer] Demographic information presented in this report has been sourced from the publicly available Wyong Shire Council's profile and community profile and forecast 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 is wanting. Only 1% of locals walk or bicycle on their daily commute, suggesting these options 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.

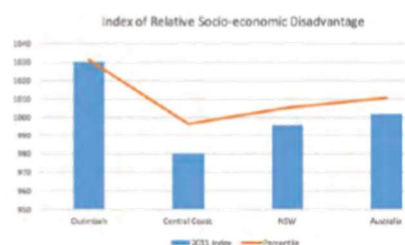
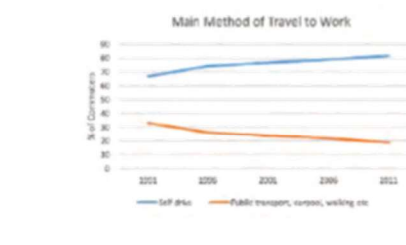
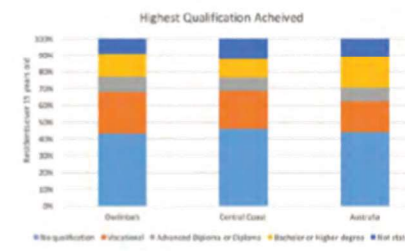
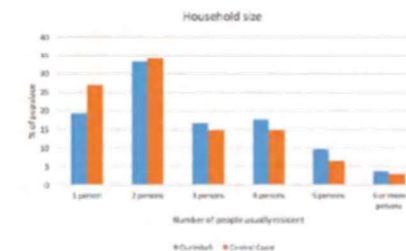
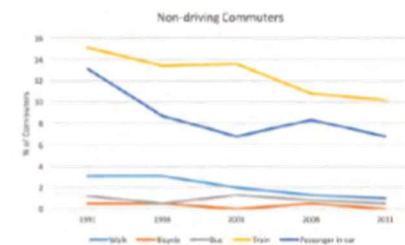
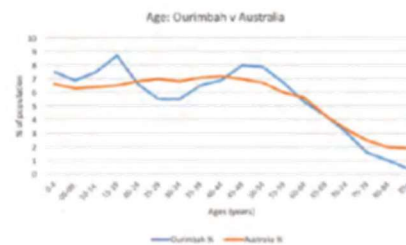
In 2016, Ourimbah's resident population was estimated to be around 4,600. This is currently forecasted to grow by around 11% to 5,100 people by 2036, based on past trends and existing planning controls. Accelerating planning to identify where new housing should occur and how urban areas should be designed, 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 (SIBAIRSD) 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

<p><b>VISION STATEMENT</b> describing the kind of place we are planning for</p>	<p>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.</p>
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## 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.

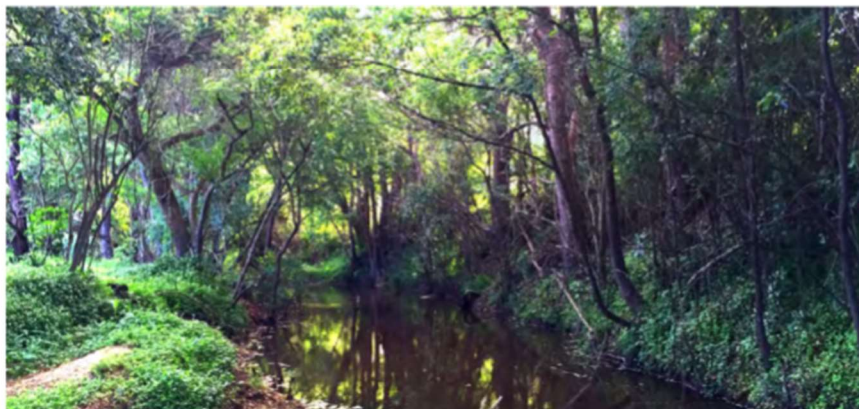


Fig 3.1: Bangalow Creek

### 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 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/ of-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.

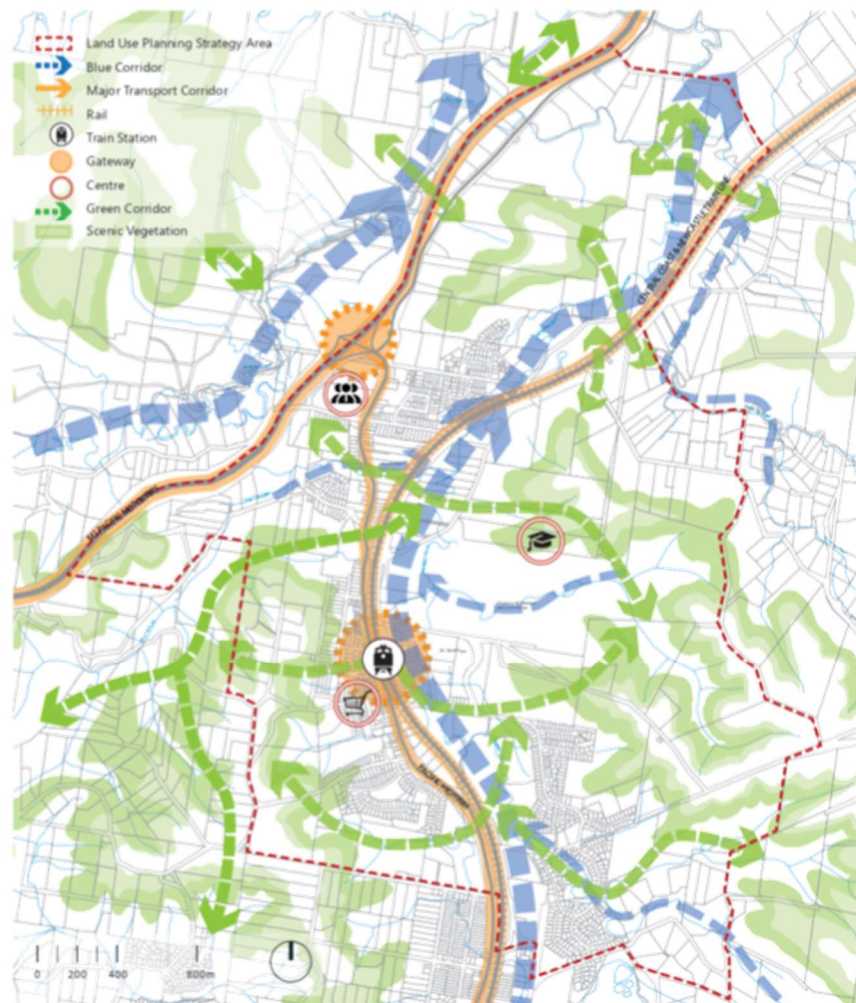


Fig 3.3: Area-wide Framework Map



### 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.

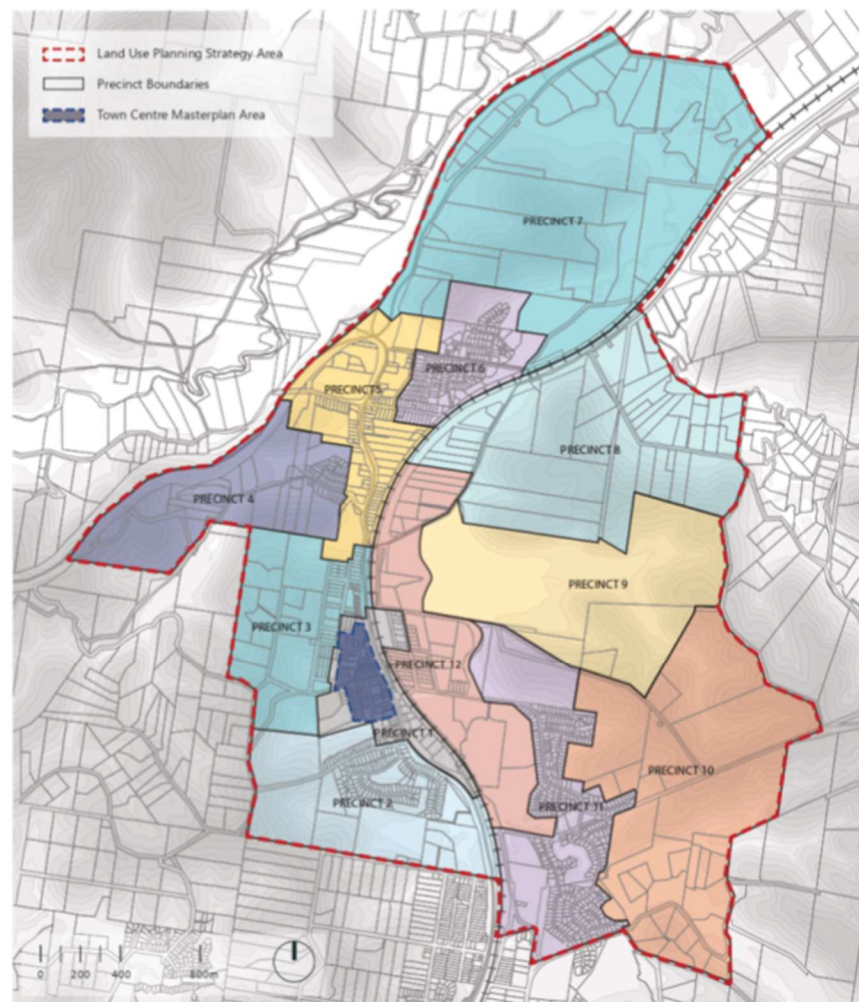


Fig 3.4: Precincts Map

### 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 may, 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. Although this is located outside the Strategy Area boundary, it will influence demand for development within the Strategy Area.

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:



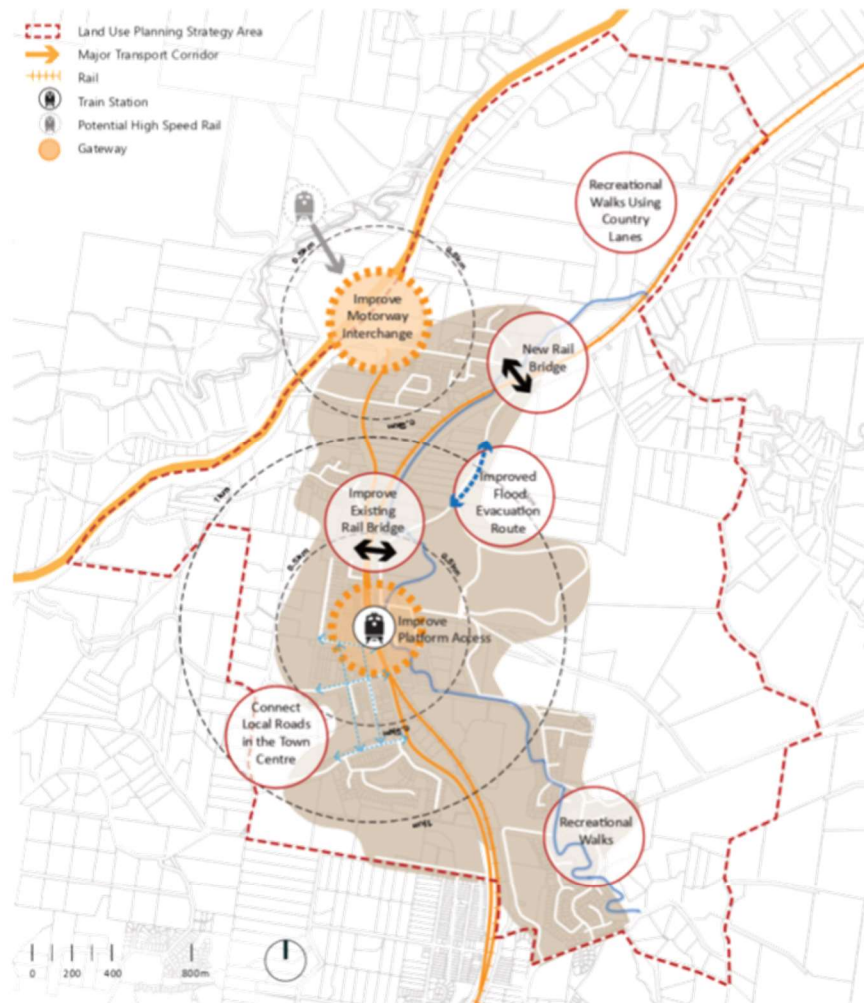


Fig 3.5: Area-wide Movement and Connectivity Strategy Map

- The University Campus and the Town Centre, via the Train Station;
  - 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 is given 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.

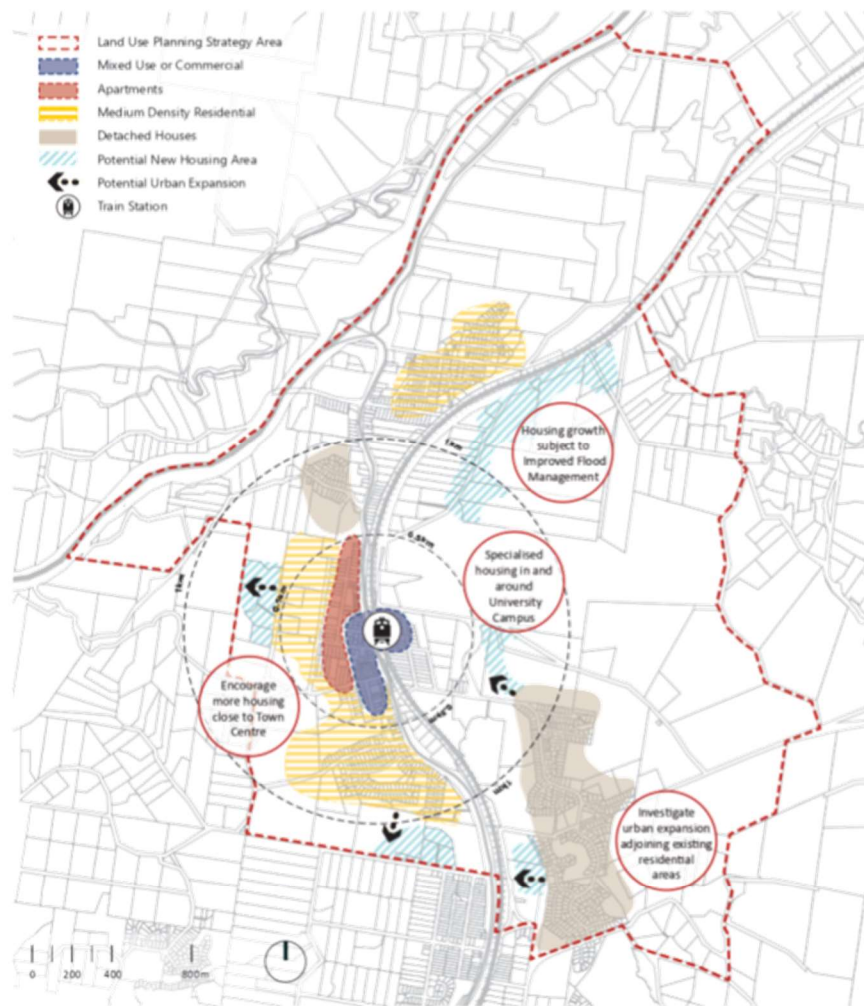


Fig 3.7: Area-wide Housing Strategy Map

**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.



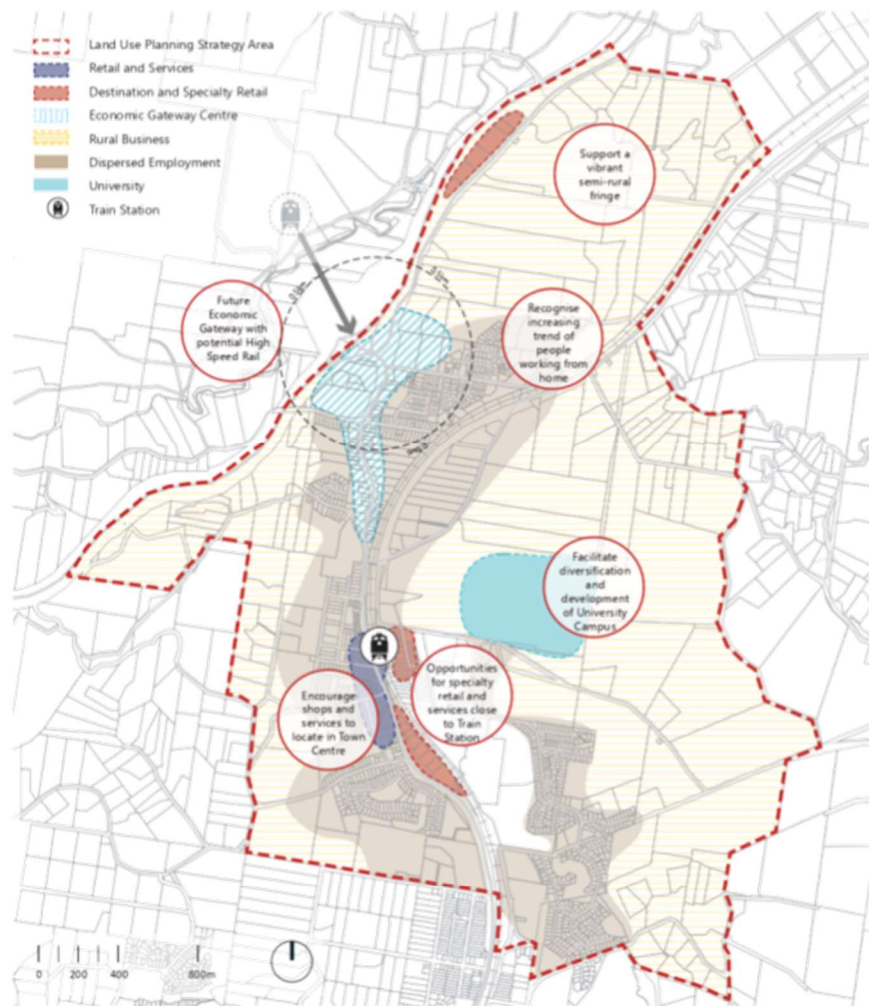


Fig 3.9: Area-wide Economic Development and Employment Strategy Map

**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 associate 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 pallet 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.

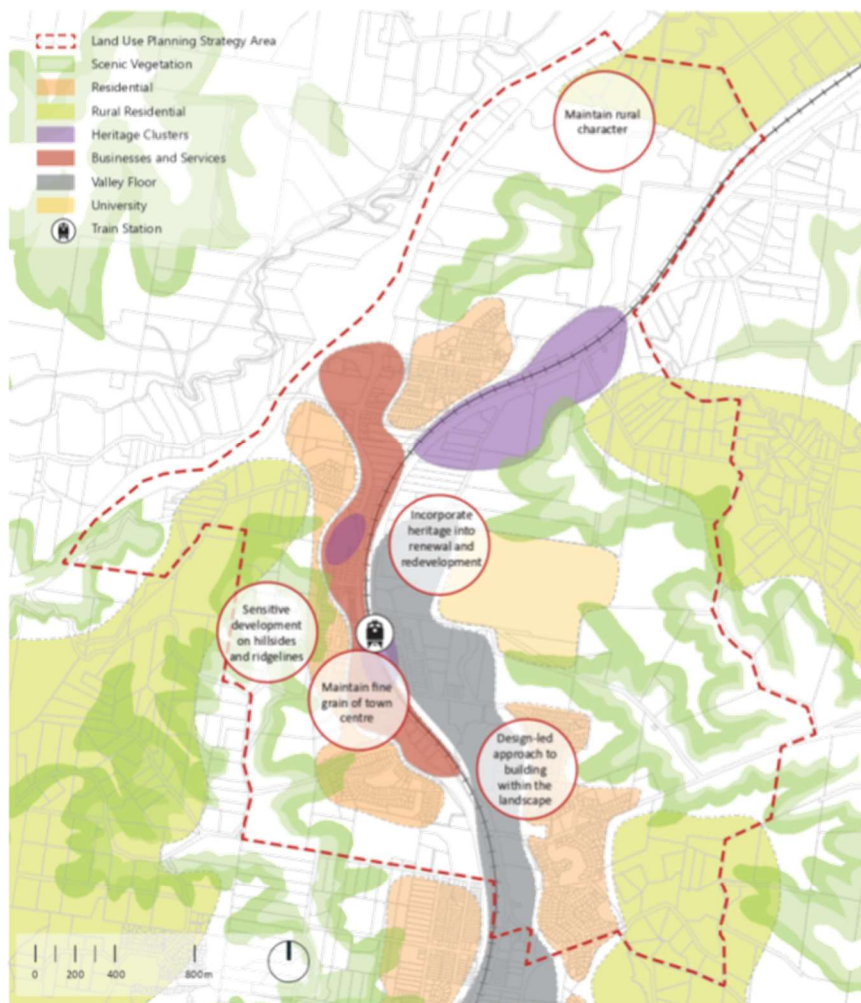


Fig 3.10: Area-wide Character and Heritage Strategy Map



SMALLER BUILDING FOOTPRINTS WITH HEIGHT



BUILDINGS IN LANDSCAPE



DENSITY CLOSE TO CENTRES & SUSTAINABLE TRANSPORT



HEIGHT CLOSE TO TRANSPORT & CENTRES



RURAL CHARACTER PRESERVED BY CONSOLIDATING DEVELOPMENT

**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.

## 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

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.

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 3.12. 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 3.11). 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.

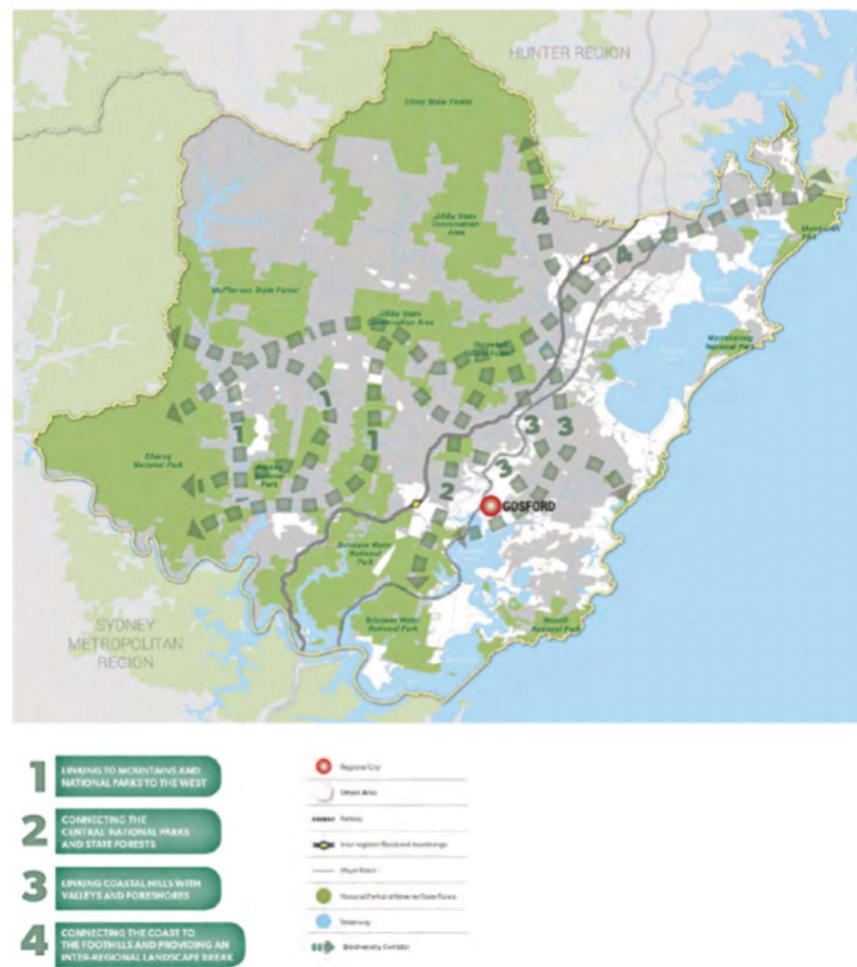


Fig 3.11: Excerpt from Central Coast Regional Plan 2036 (Figure 9)



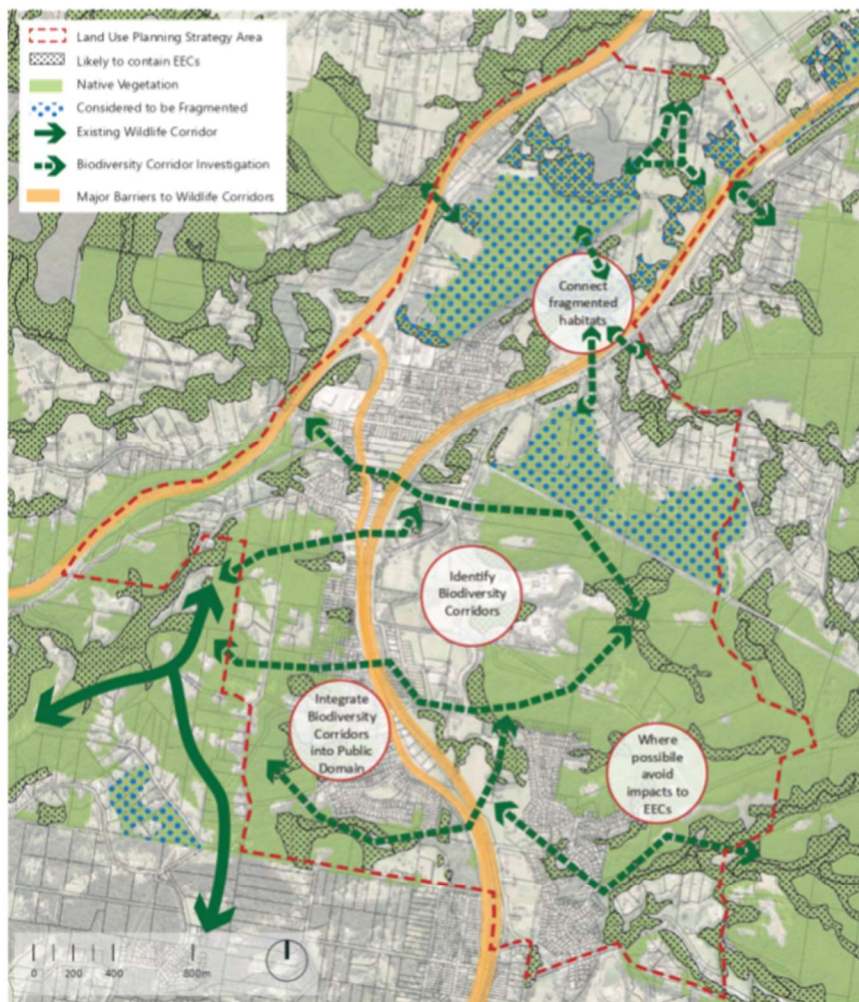


Fig 3.12: Area-wide Biodiversity Strategy Map

**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).

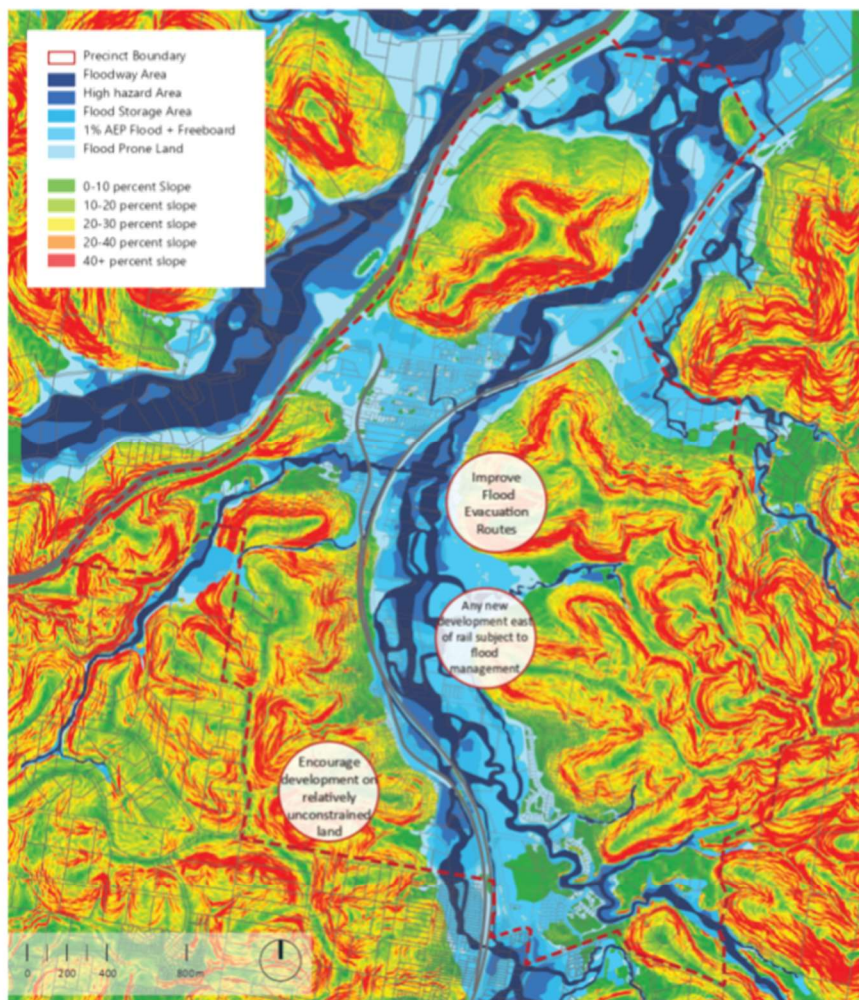


Fig 3.13: Area-wide Planning for Hazards Strategy Map

**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

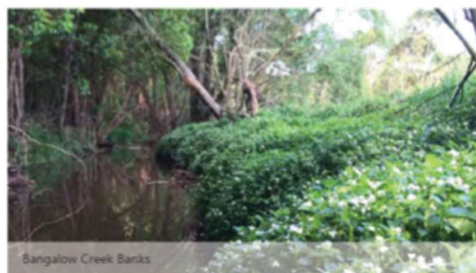
- The level of community infrastructure in Ourimbah is planned to exceed the demands of its resident population, recognising its relevance as an easily accessible and popular regional destination that attracts a high volume of visitors every day.
- Local streets and paths provide an attractive environment 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 3.14: 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 to utilise the central median, space within Lions Park, and at Station Street to incorporate signage, sculptural features and public art.

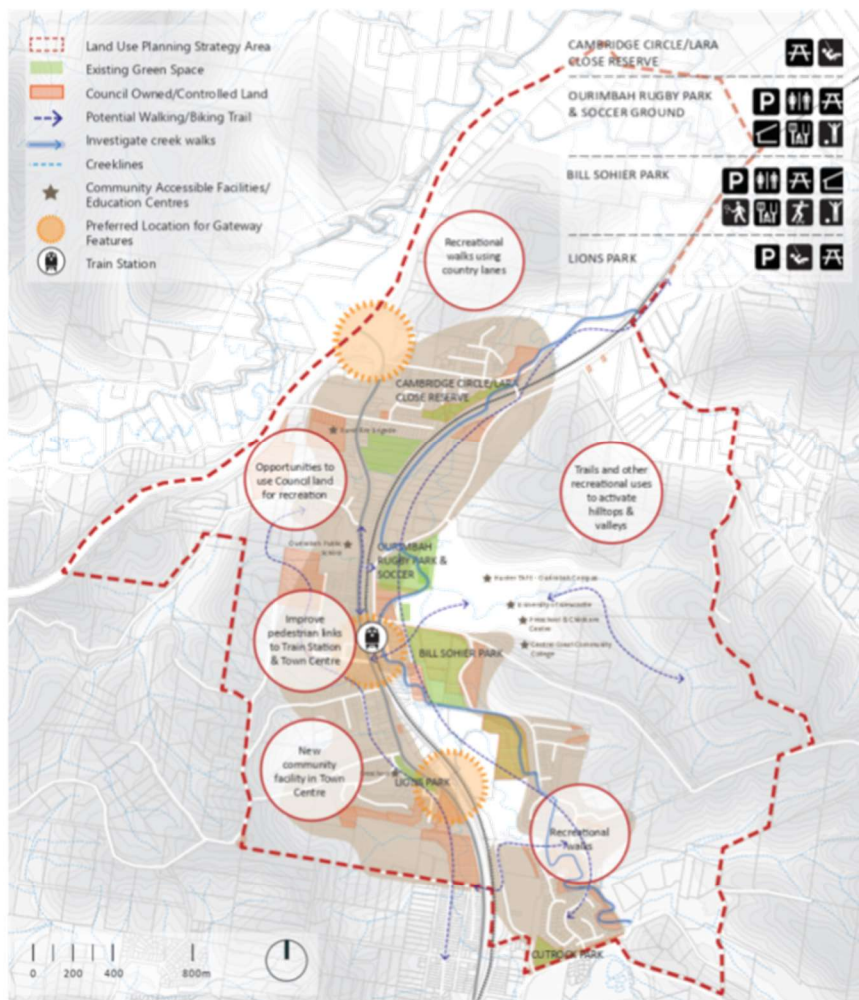


Fig 3.15: Area-wide Community Infrastructure and Public Domain Strategy Map

**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.



## **4.0 Precinct Plans**

## 4.1 INTRODUCTION

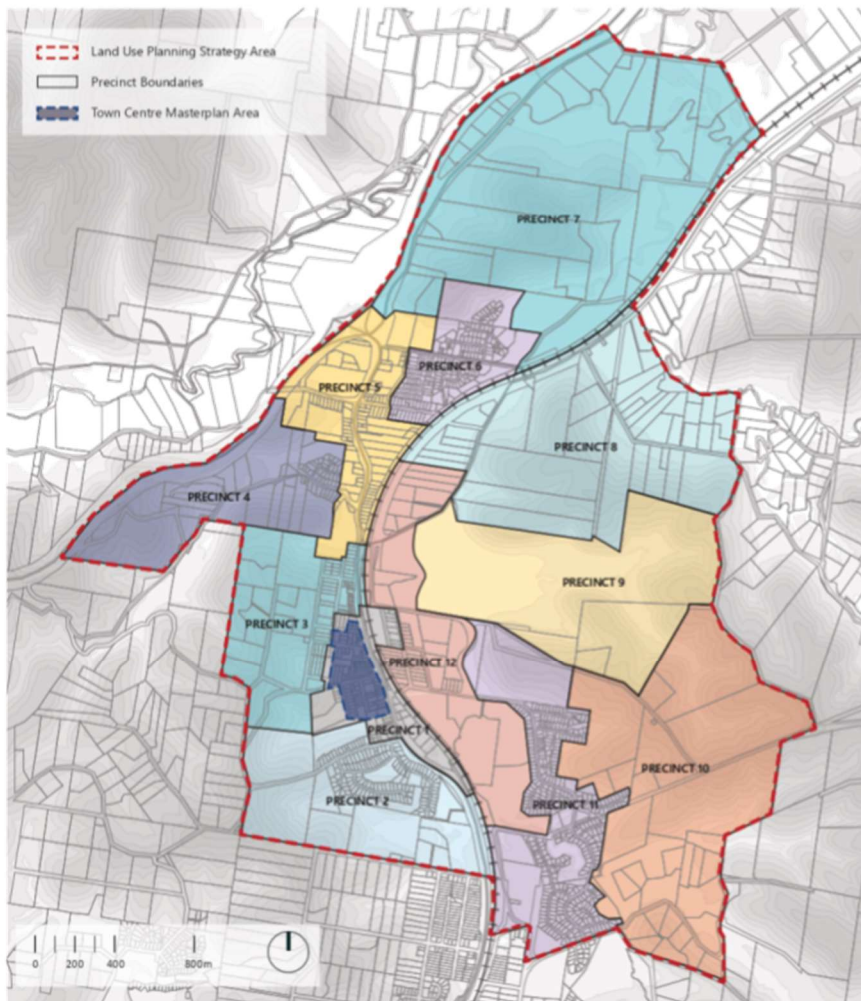


Fig 4.1.1: Ourimbah Precincts Map

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.

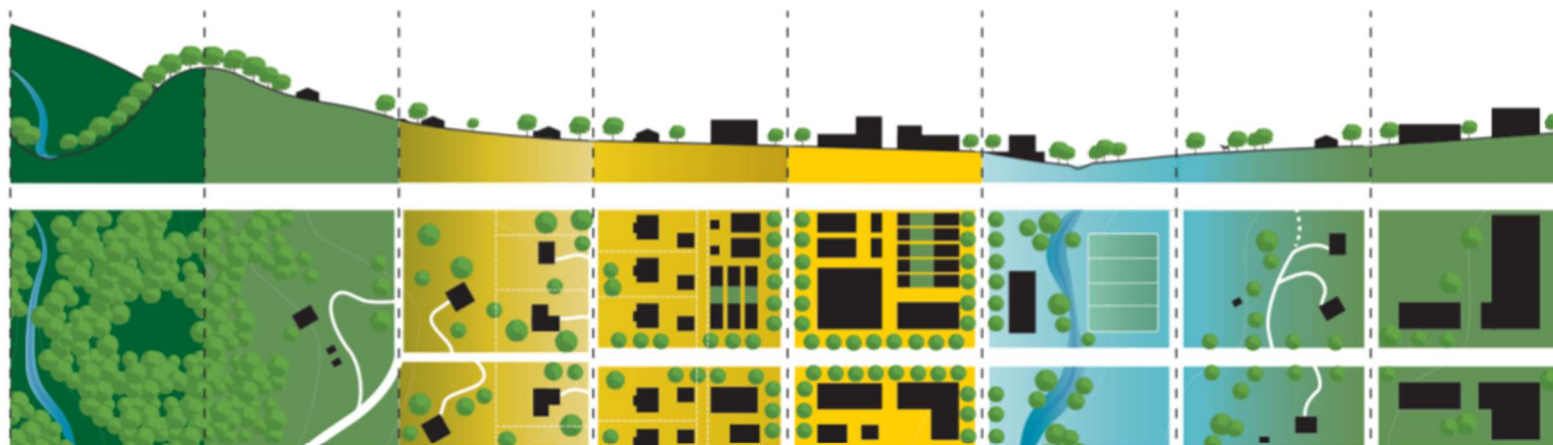
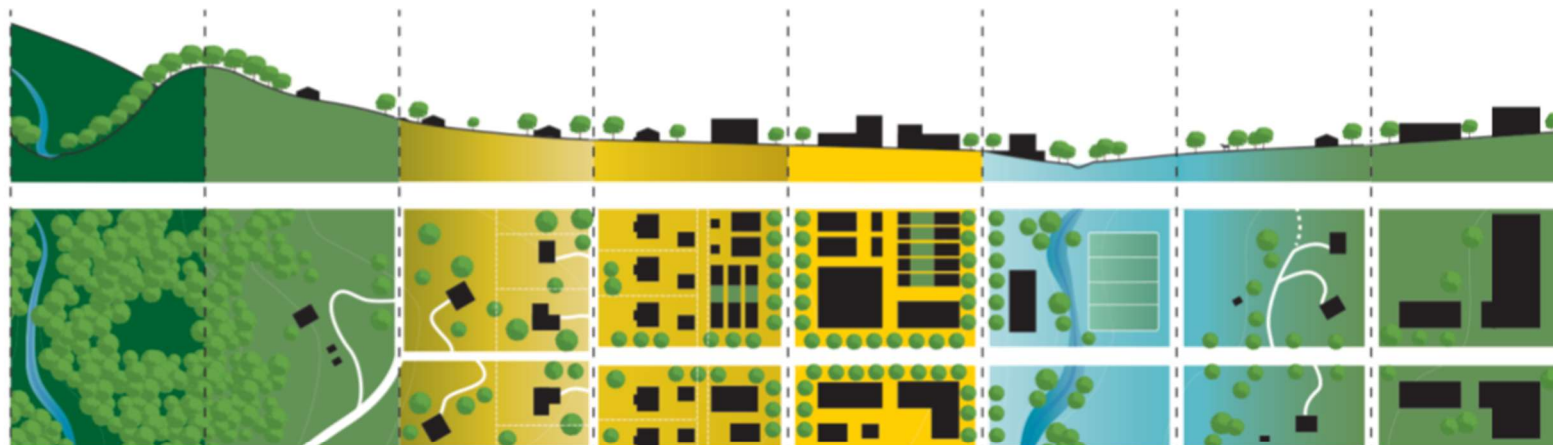


Fig 4.1.2: Rural-Urban Transect

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
<b>Predominant land uses</b>	<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>
<b>Movement and connectivity</b>	<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>
<b>Housing</b>	<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>



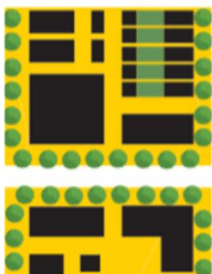


Transect Typology	T1: Rugged Terrain	T2: Bushland Residential	T3: Suburban	T4: Small lot / medium density	T5: Town centre	T6: Floodplain	T7: Rural residential	SD: Special district
Economic development and employment	<ul style="list-style-type: none"> <li>Agribusiness</li> </ul>	<ul style="list-style-type: 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>

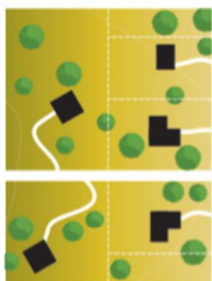
# 4.2 PRECINCT 1

**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

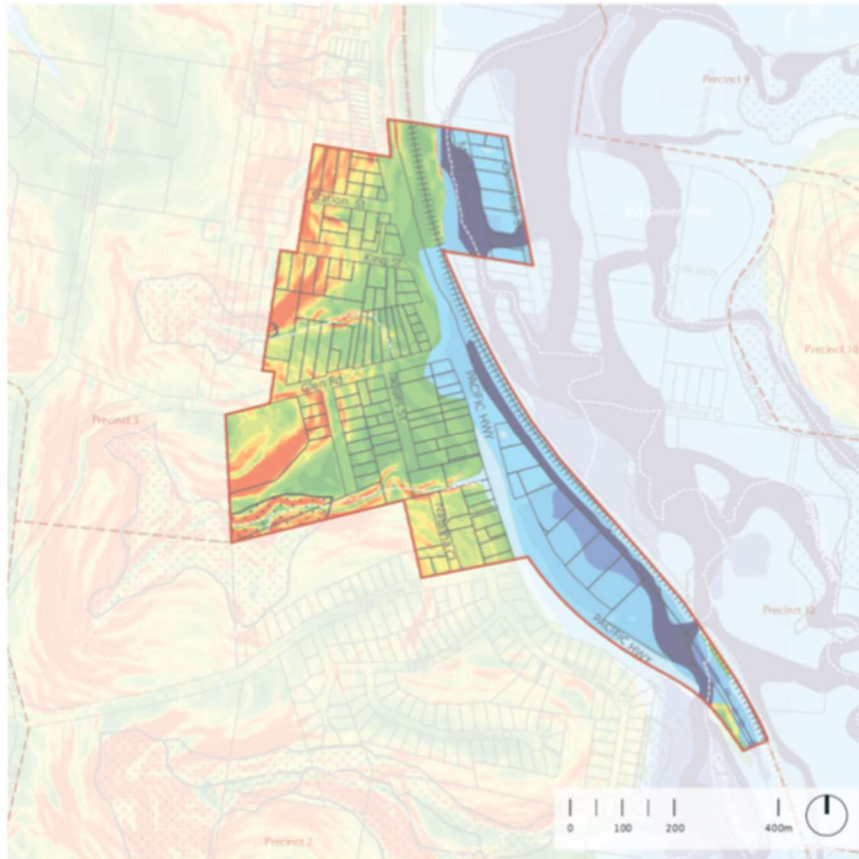


Fig 4.2.2: Constraints and Challenges (Natural)

- |  |   |  |
|--|---|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct Boundary                                 | <span style="background-color: #004a99; color: white; padding: 2px;">Floodway Area</span>   | <span style="border: 1px dashed grey; display: inline-block; width: 15px; height: 10px;"></span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90ee90; border: 1px solid green; display: inline-block; width: 15px; height: 10px;"></span> 0-10 percent Slope   | <span style="background-color: #004a99; color: white; padding: 2px;">High hazard Area</span>  | <span style="border-bottom: 1px dashed grey; display: inline-block; width: 15px;"></span> Creek line                                     |
| <span style="background-color: #90ee90; border: 1px solid green; display: inline-block; width: 15px; height: 10px;"></span> 10-20 percent slope  | <span style="background-color: #add8e6; border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Flood Storage Area       |  |
| <span style="background-color: #ffff00; border: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> 20-30 percent slope | <span style="background-color: #add8e6; border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: #ffa500; border: 1px solid orange; display: inline-block; width: 15px; height: 10px;"></span> 30-40 percent slope | <span style="background-color: #add8e6; border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Flood Prone Land         |  |
| <span style="background-color: #ff4500; border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> 40+ percent slope      |   |  |



Fig 4.2.3: Constraints and Challenges (Urban)

- |  |   |
|--|---|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct boundary                 | <span style="border: 1px solid orange; border-radius: 50%; padding: 2px;">○</span> Busy Intersection              |
| <span style="border-bottom: 1px dashed grey; display: inline-block; width: 15px;"></span> Missing vehicle and/or pedestrian link | <span style="border-bottom: 1px solid grey; display: inline-block; width: 15px;"></span> Powerlines               |
| <span style="border-bottom: 1px dashed grey; display: inline-block; width: 15px;"></span> Missing/poor quality footpath          | <span style="background-color: #800080; color: white; padding: 2px;">Heritage</span>                              |
| <span style="border-bottom: 1px wavy yellow; display: inline-block; width: 15px;"></span> Transport corridor (noise and traffic) | <span style="border: 1px solid orange; border-radius: 50%; padding: 2px;">ⓘ</span> Site specific issue (see text) |
| <span style="border-bottom: 1px dashed grey; display: inline-block; width: 15px;"></span> Dead end                               |   |

- 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 Jaques 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.

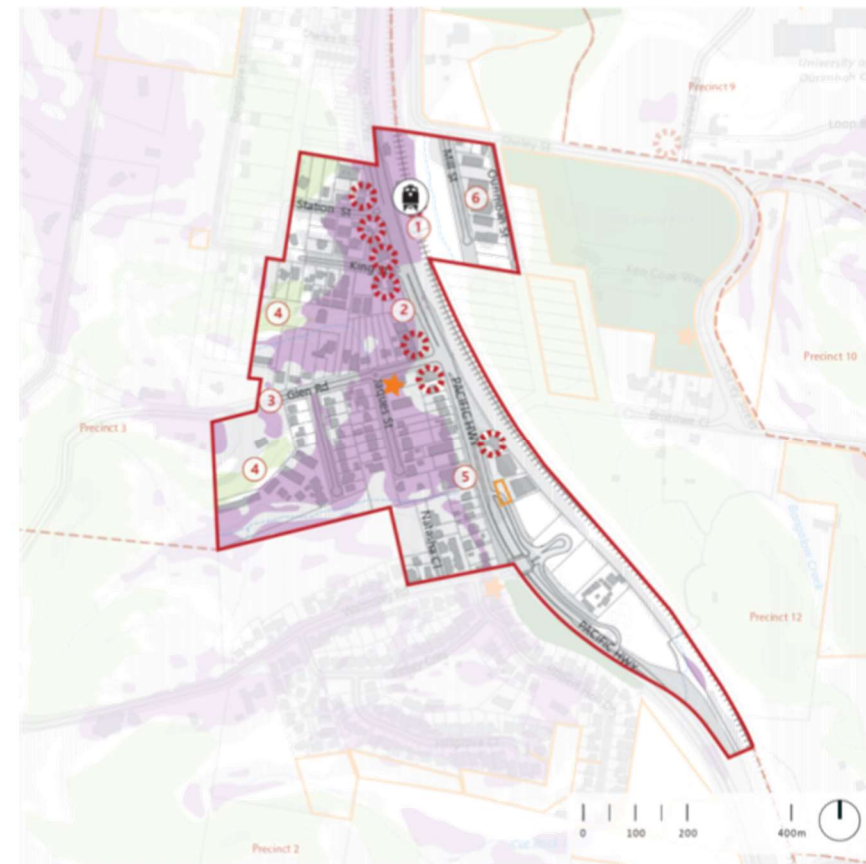


Fig 4.2.4: Strengths and Opportunities

<ul style="list-style-type: none"> <li><span style="color: red;">▭</span> Precinct boundary</li> <li><span style="background-color: #d9ead3; border: 1px solid #c3c6cb; padding: 2px;"> </span> Category 1 land (Slope less than 15%, no flood rating)</li> <li><span style="background-color: #f4cccc; border: 1px solid #c3c6cb; padding: 2px;"> </span> Category 2 land (Slope between 15-20%, Flood rating of Flood Prone land, 1% AEP Flood + Freeboard, Flood Storage)</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #c6e0b4; border: 1px solid #c3c6cb; padding: 2px;"> </span> Bushland with scenic qualities</li> <li><span style="background-color: #d9ead3; border: 1px solid #c3c6cb; padding: 2px;"> </span> Parkland</li> <li><span style="border: 1px solid orange; padding: 2px;"> </span> Council owned/controlled land</li> <li><span style="color: orange;">★</span> Community Infrastructure</li> </ul>	<p><b>Site Specific Strengths</b></p> <ul style="list-style-type: none"> <li>1. Heritage Train Station</li> <li>2. Various local businesses including medical services</li> <li>3. Vehicle link to ridge</li> <li>4. Established tree canopy</li> <li>5. Tall Timbers Hotel</li> <li>6. Destination and specialty retail and services</li> </ul>
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**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.

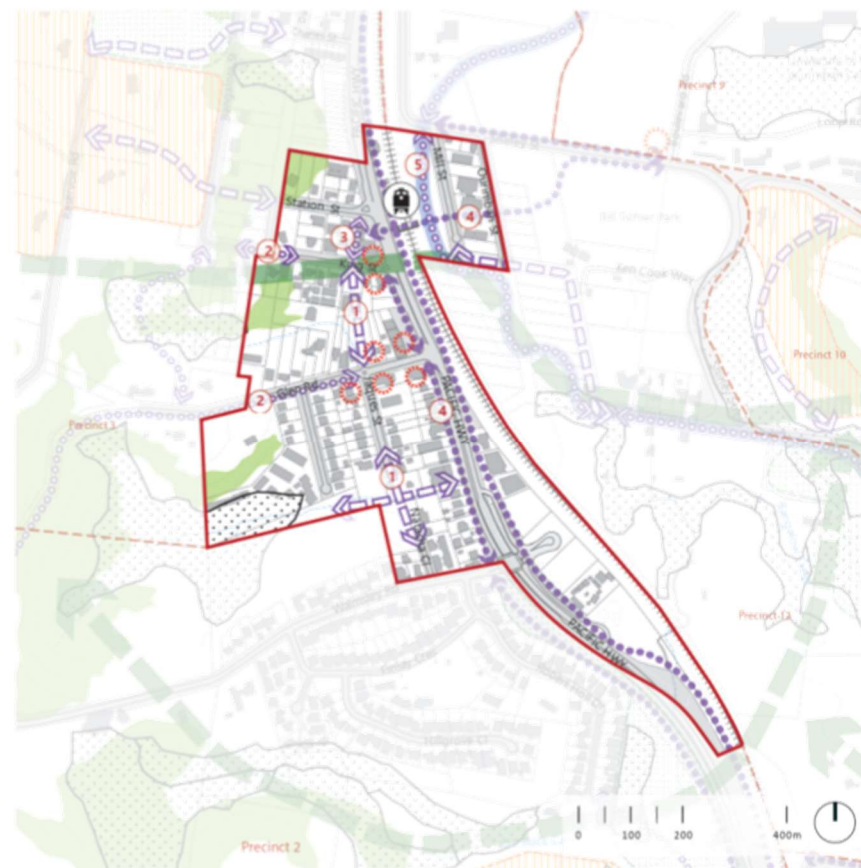


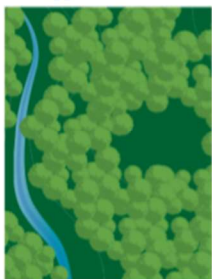
Fig 4.2.5: Strategies

Precinct boundary	Protect and reinforce rural character area	<b>Site Specific Strategies</b> 1. Potential for new links creating a local road network and main street away from the Pacific Highway. 2. New pedestrian connections between King and Bangalore Street, and also along Glen Road. 3. Potential pedestrian link to train station. 4. Improve access to train station. 5. Investigate recreational walk.
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	

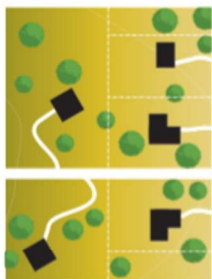
## 4.3 PRECINCT 2

### 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 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.

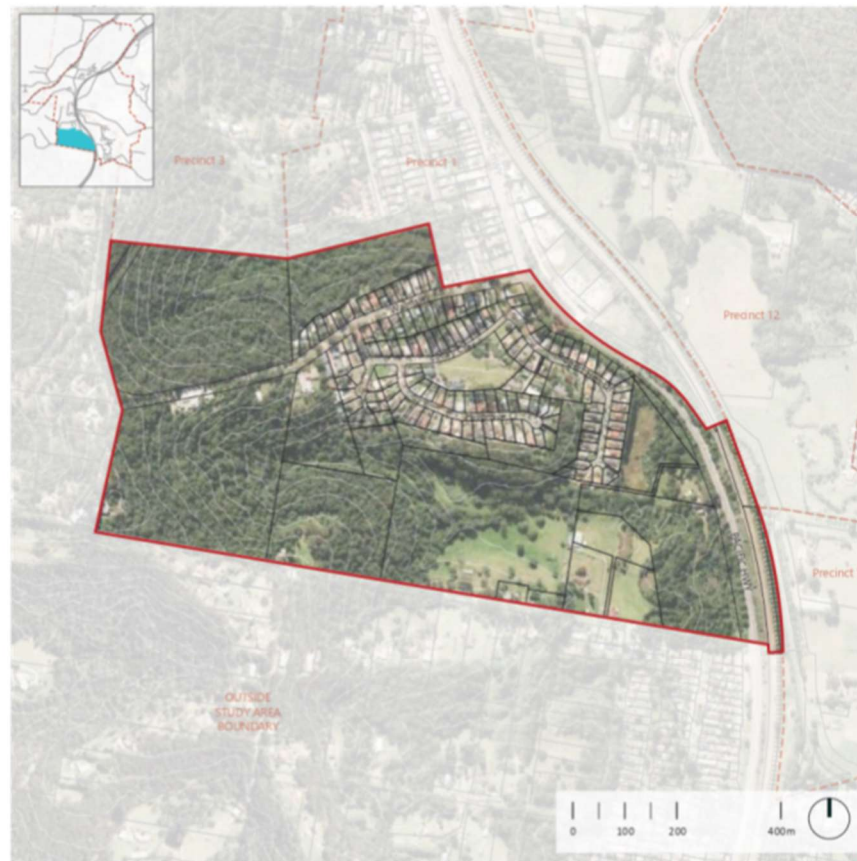


Fig 4.3.1: Precinct Aerial and Contour

□ Precinct Boundary

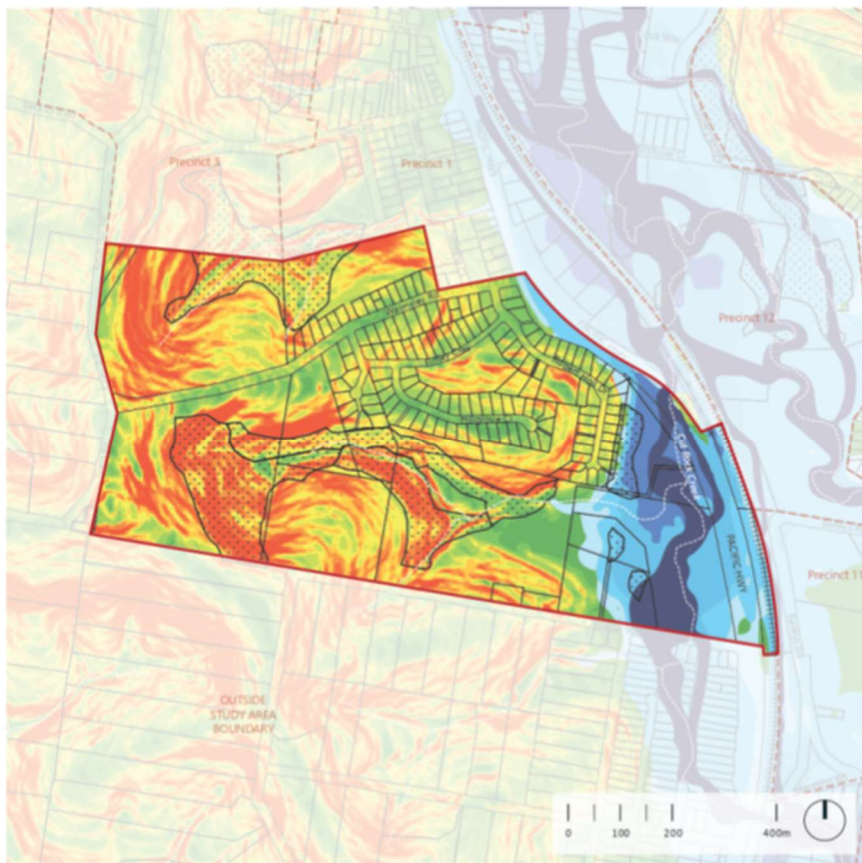


Fig 4.3.2: Constraints and Challenges (Natural)



Fig 4.3.3 Constraints and Challenges (Urban)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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   |                          |   |

- |  |                                |
|--|--------------------------------|
| 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                               |                                |

- 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.

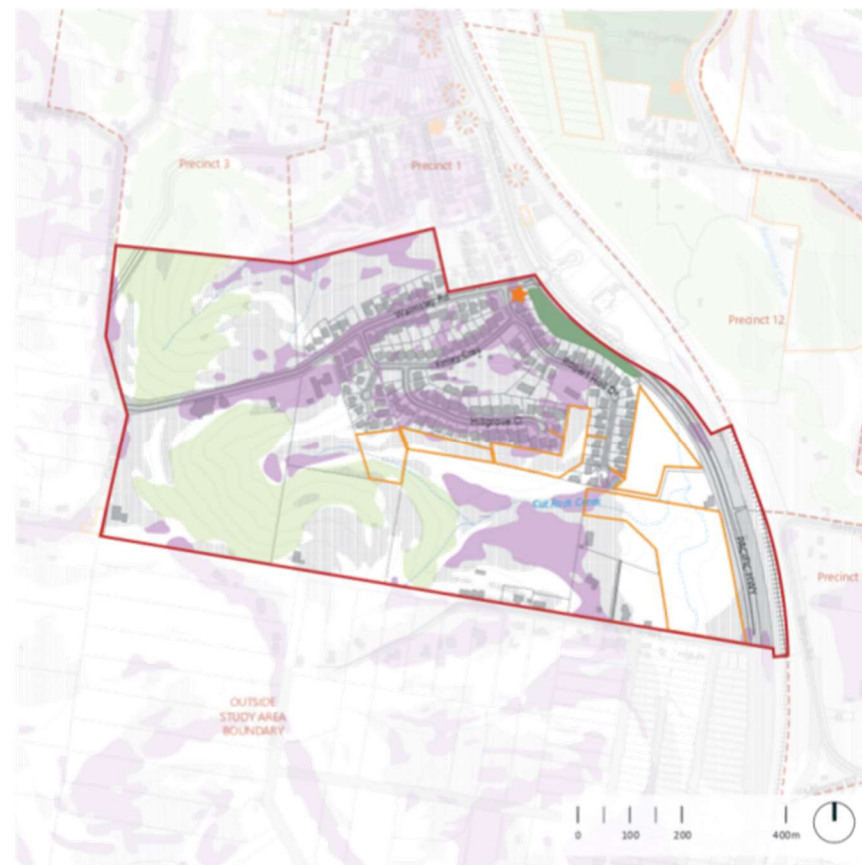


Fig 4.3.4: Strengths and Opportunities





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 650-800m2, 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>

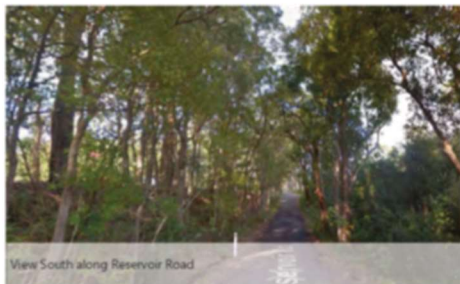


Fig 4.3.5: Strategies

<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> <p>1 Improve links to existing pedestrian bridge, especially along riparian area between Robert Hohl Drive and the Pacific Highway.</p>
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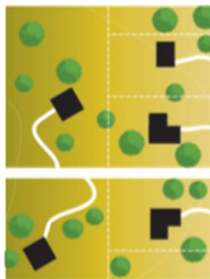
## 4.4 PRECINCT 3

### 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.

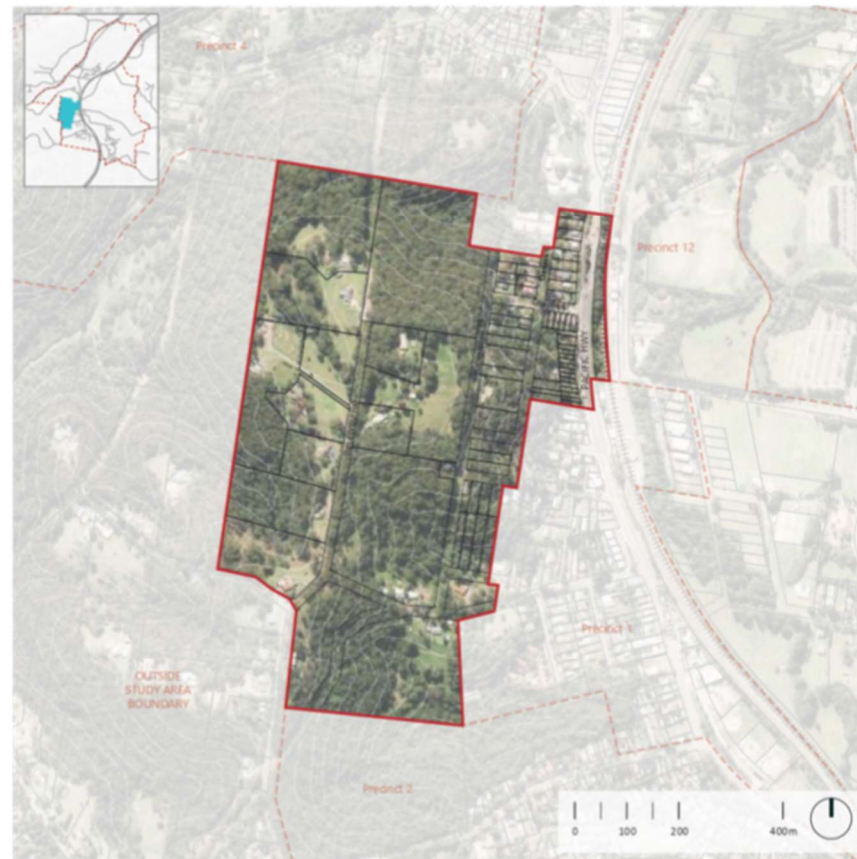


Fig 4.4.1: Precinct Aerial and Contour

▭ Precinct Boundary

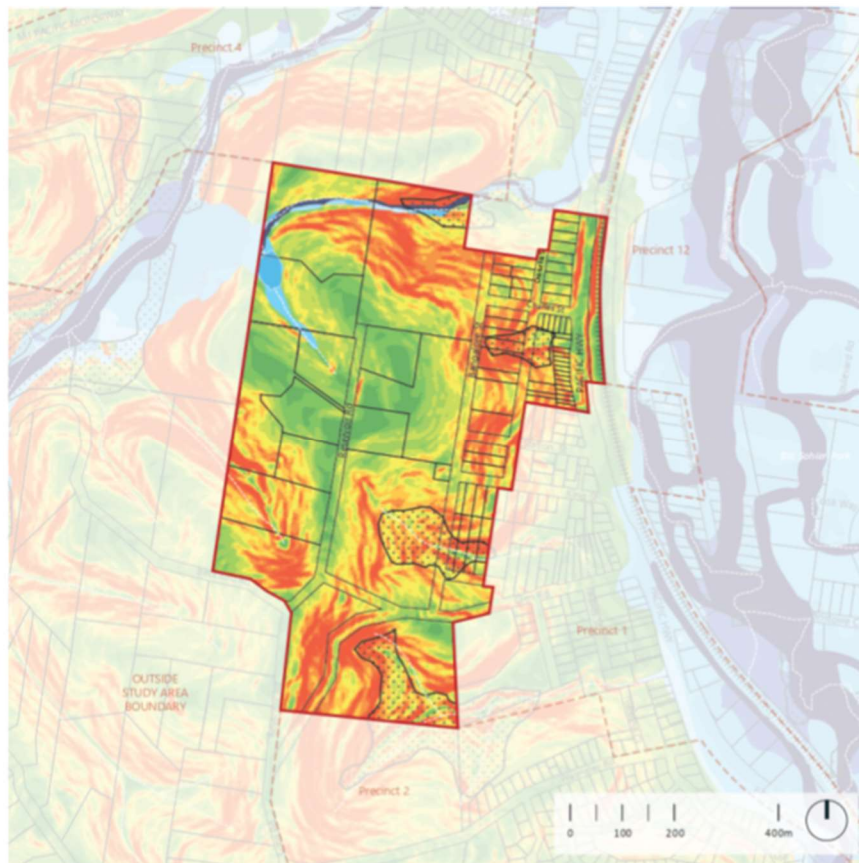


Fig 4.4.2: Constraints and Challenges (Natural)

- |  |  |  |
|--|--|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct Boundary | <span style="background-color: blue; width: 15px; height: 10px;"></span> Floodway Area                 | <span style="border: 1px dashed grey; display: inline-block; width: 15px; height: 10px;"></span> Endangered Ecological Communities (EEC) |
| <span style="background-color: lightgreen; width: 15px; height: 10px;"></span> 0-10 percent Slope                | <span style="background-color: darkblue; width: 15px; height: 10px;"></span> High hazard Area          | <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Creek line                                     |
| <span style="background-color: yellowgreen; width: 15px; height: 10px;"></span> 10-20 percent slope              | <span style="background-color: cyan; width: 15px; height: 10px;"></span> Flood Storage Area            |  |
| <span style="background-color: yellow; width: 15px; height: 10px;"></span> 20-30 percent slope                   | <span style="background-color: lightblue; width: 15px; height: 10px;"></span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: orange; width: 15px; height: 10px;"></span> 30-40 percent slope                   | <span style="background-color: lightblue; width: 15px; height: 10px;"></span> Flood Prone Land         |  |
| <span style="background-color: red; width: 15px; height: 10px;"></span> 40+ percent slope                        |  |  |

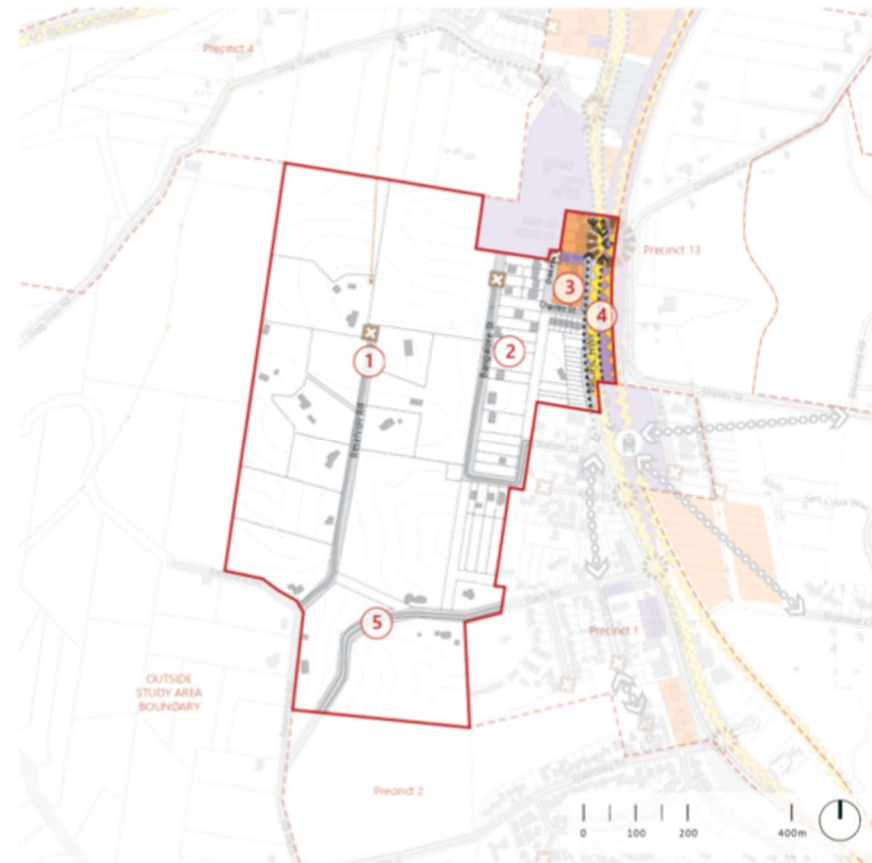


Fig 4.3.3: Constraints and Challenges (Urban)

- |  |  |
|--|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct boundary                 | <span style="border: 1px solid orange; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Busy Intersection              |
| <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Missing vehicle and/or pedestrian link | <span style="border-bottom: 1px solid orange; width: 15px; display: inline-block;"></span> Powerlines  |
| <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Missing/poor quality footpath          | <span style="background-color: purple; width: 15px; height: 10px; display: inline-block;"></span> Heritage   |
| <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Transport corridor (noise and traffic) | <span style="border: 1px solid orange; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Site specific issue (see text) |
| <span style="border: 1px solid grey; width: 15px; height: 10px; display: inline-block;"></span> Dead end                         |  |

- 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 Bangalore 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.

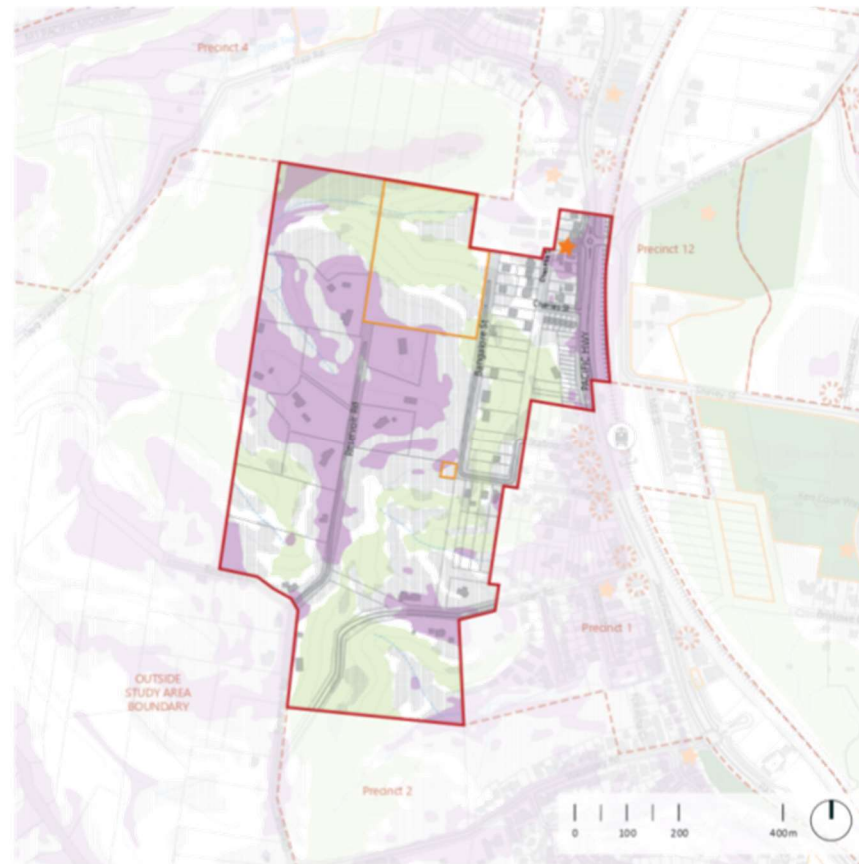


Fig 4.4.4: Strengths and Opportunities

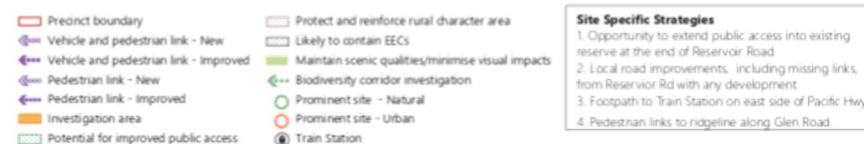




Investigation area 3.1 (Reservoir Road)	
Current controls	3ha in E3 (Environmental Management), minimum 40ha lot size 9.6ha in E4 (Environmental Living), minimum 2ha lot size
Land use change objective	Transition from T2: Bushland Residential to T3: Suburban
Yield assumptions and limitations	12.6ha: Gross 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 ranging from 650-800m<sup>2</sup>, 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>



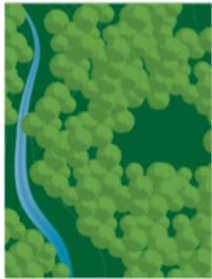
Fig 4.4.5: Strategies



## 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

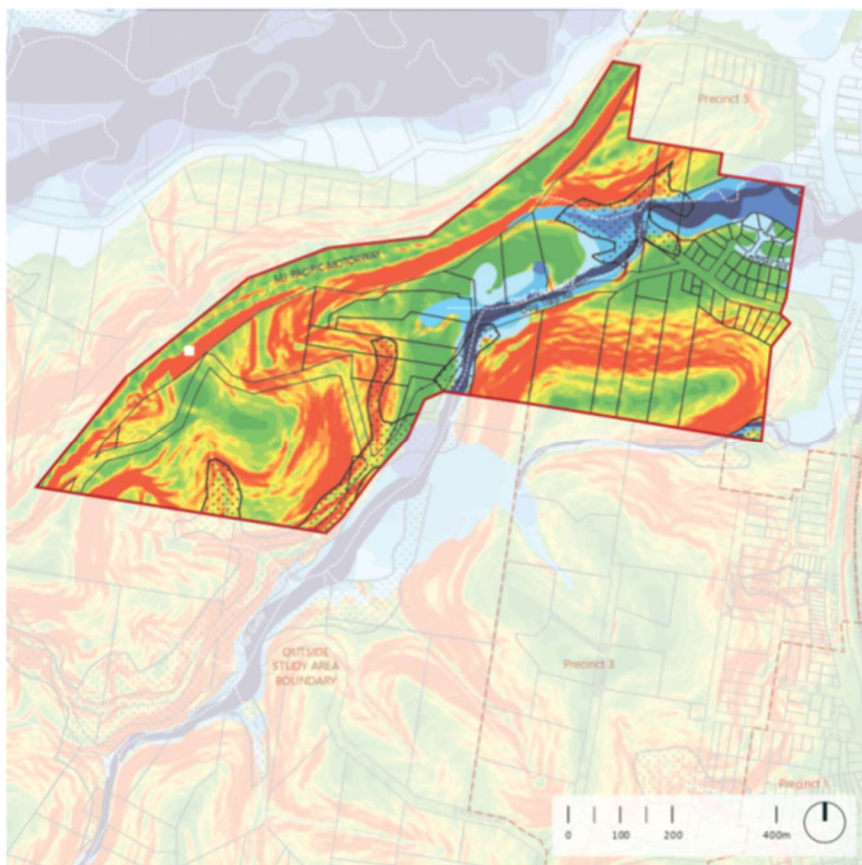


Fig 4.5.2: Constraints and Challenges (Natural)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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   |                          |   |

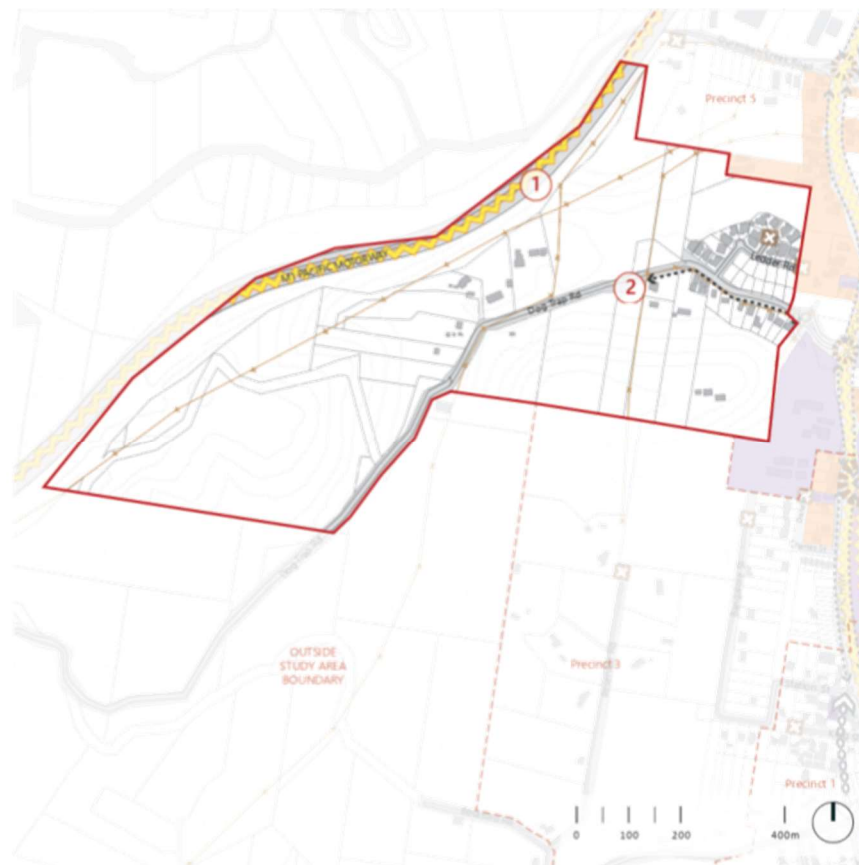


Fig 4.5.3: Constraints and Challenges (Urban)

- |  |                                |
|--|--------------------------------|
| 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                               |                                |

- Site Specific Issues**
- Noisy M1 Motorway near rural residential.
  - 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

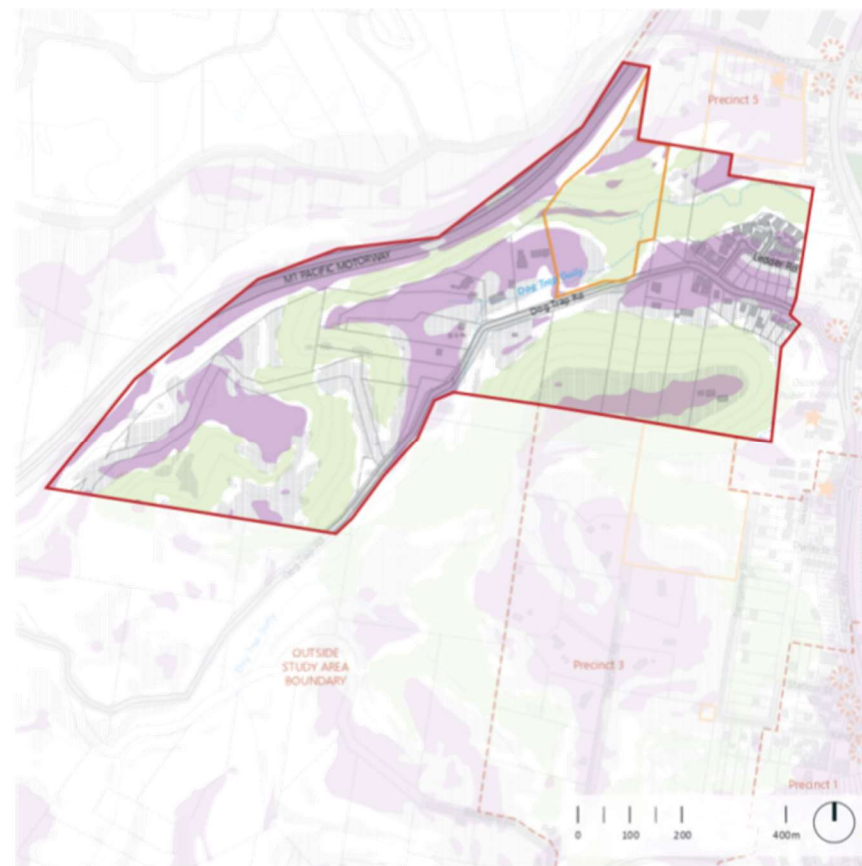
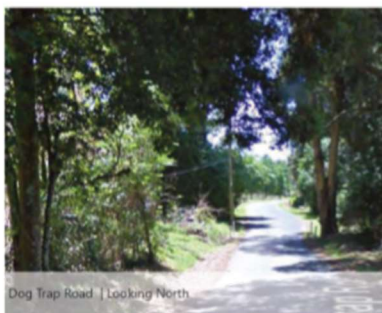


Fig 4.5.4: Strengths and Opportunities







**IMPLEMENTING CHANGE**

- Council will identify biodiversity conservation and floodrisk management requirements for Dog Trap Gully through other strategic initiatives.

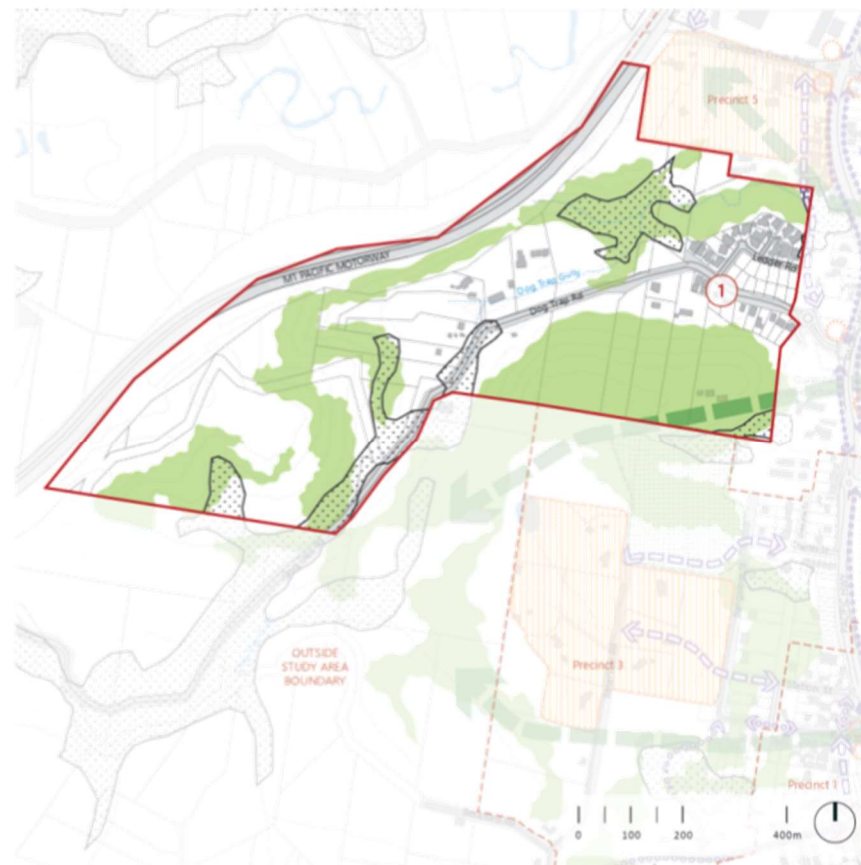


Fig 4.5.6: Strategies



## 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.

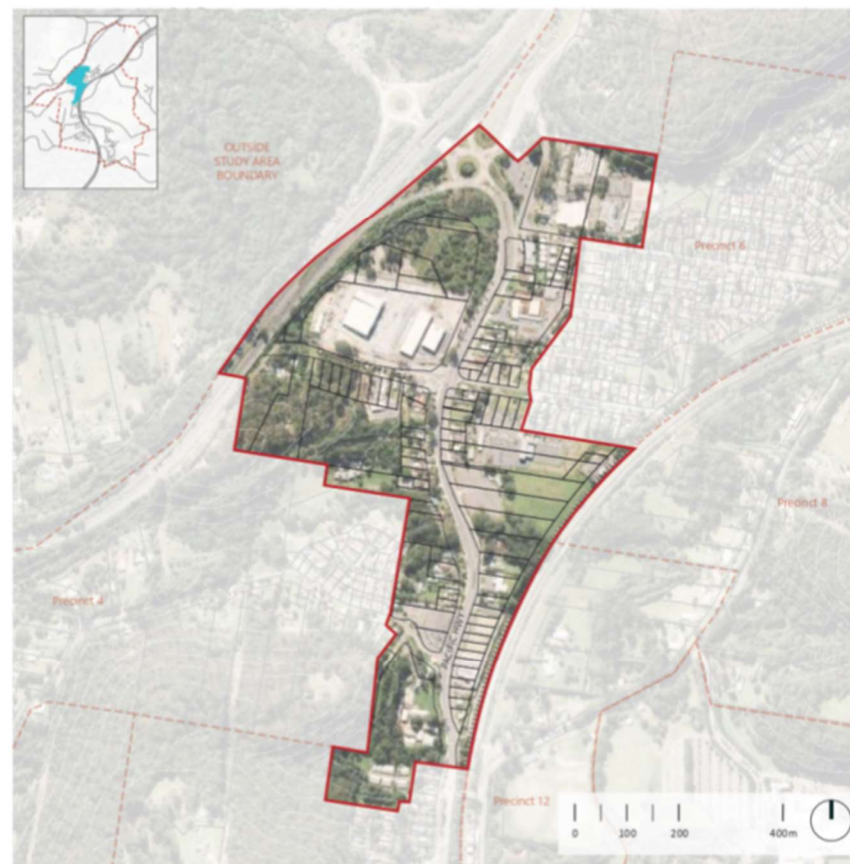


Fig 4.6.1: Precinct Aerial and Contour

— Precinct Boundary

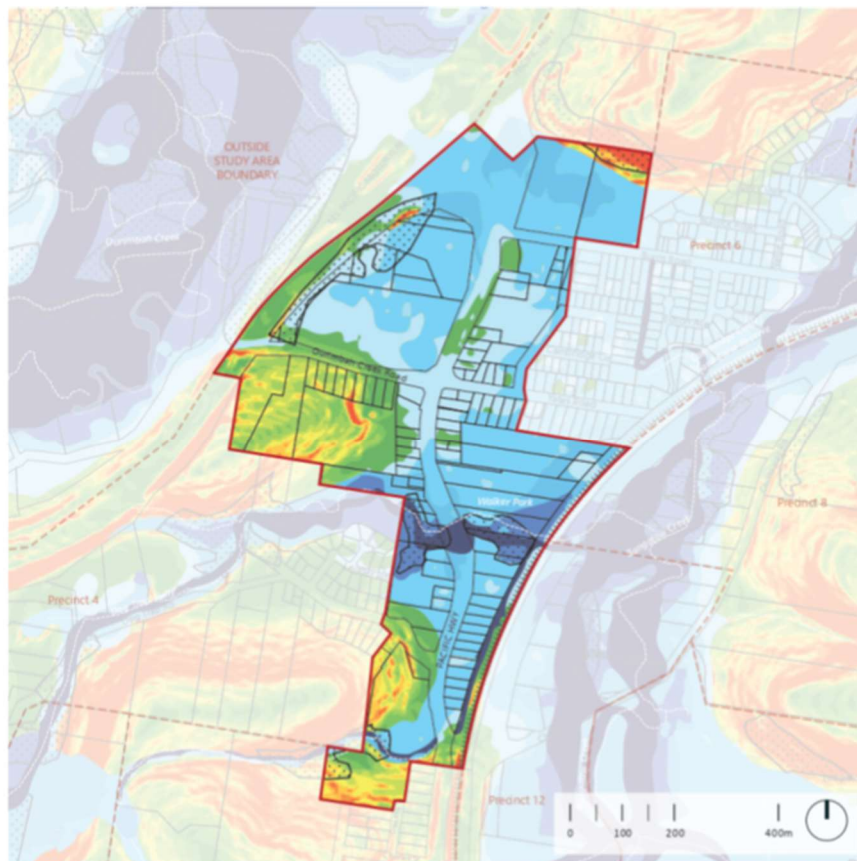


Fig 4.6.2: Constraints and Challenges (Natural)



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) <i>Known environmental management requirements: biodiversity conservation; visual sensitivity; slope; flooding</i>
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 <i>Known environmental management requirements: biodiversity conservation; heritage; visual sensitivity; flooding</i>
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> <li>Predominantly 3-4 storeys, with taller buildings considered subject to site-specific considerations</li> </ul>

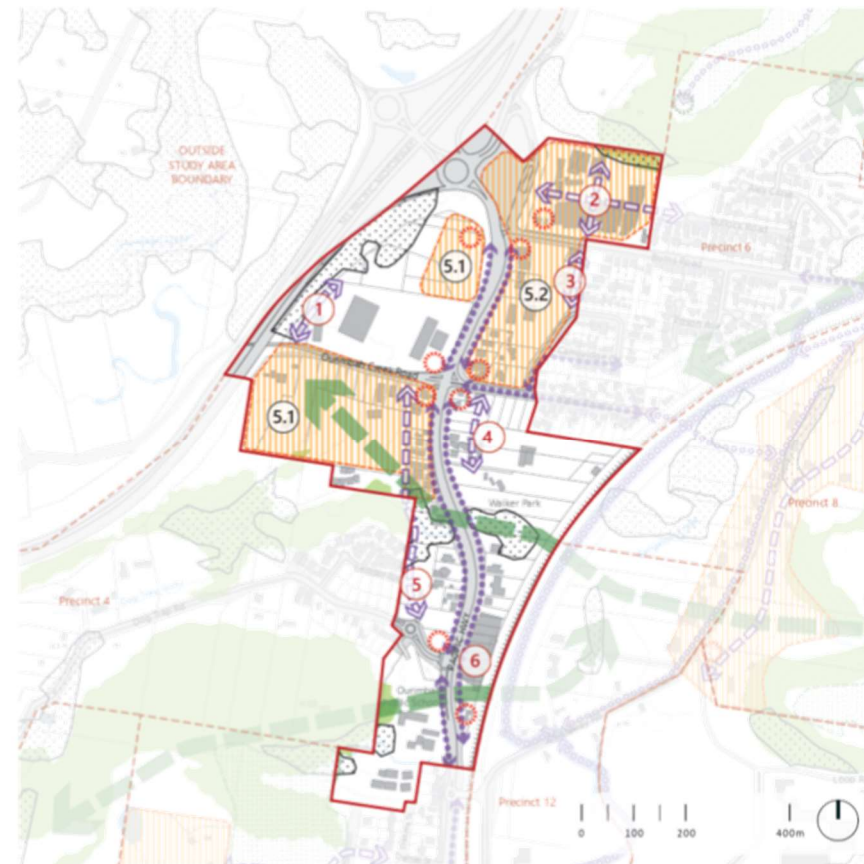
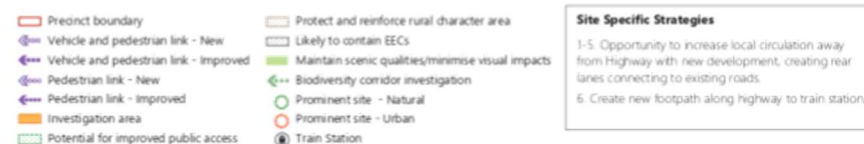


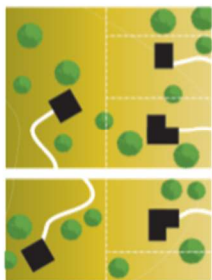
Fig 4.6.5: Strategies



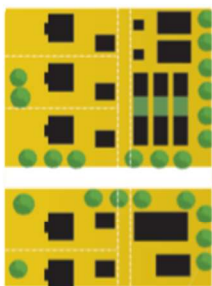
## 4.7 PRECINCT 6

### 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

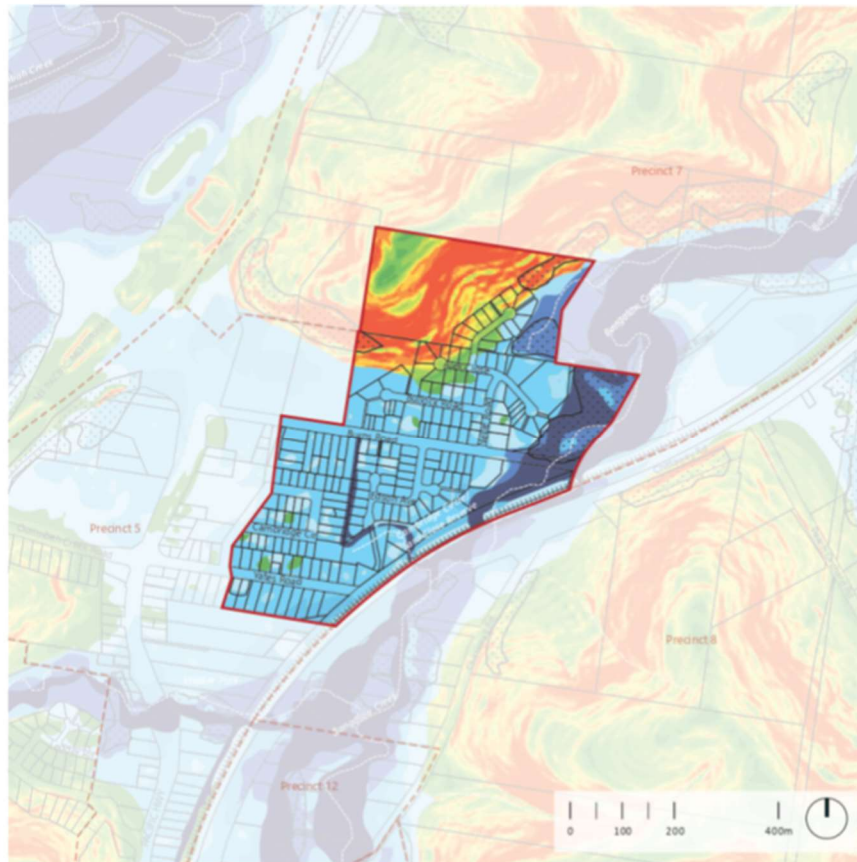


Fig 4.7.2: Constraints and Challenges (Natural)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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   |                          |   |

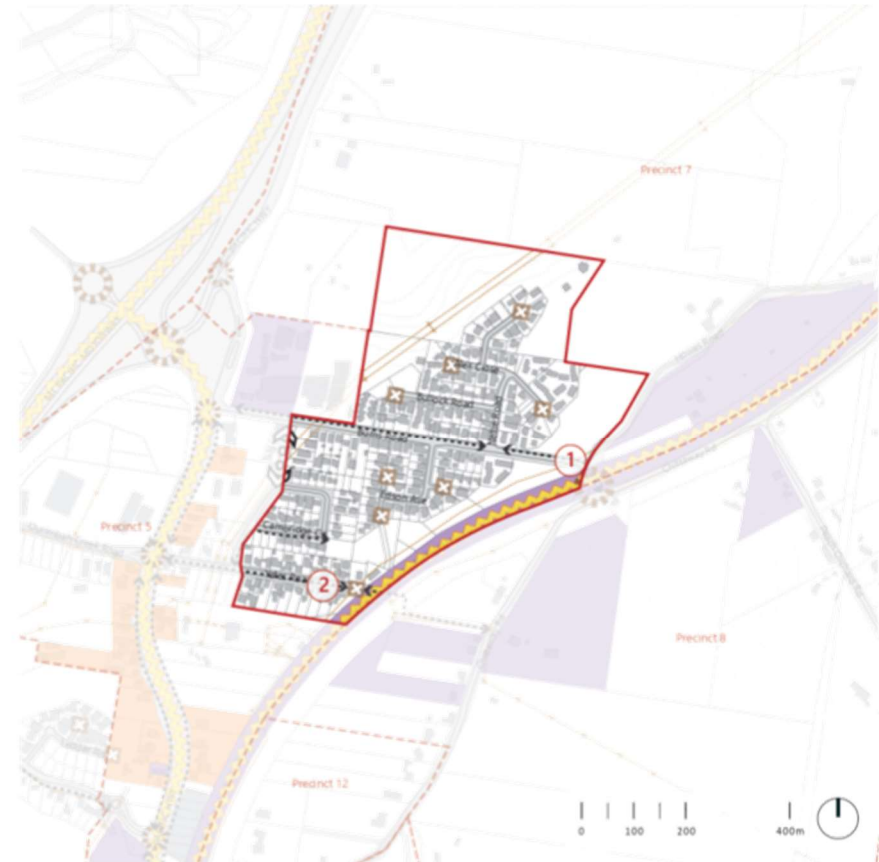


Fig 4.7.3: Constraints and Challenges (Urban)

- |  |                                |
|--|--------------------------------|
| 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                               |                                |

- 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

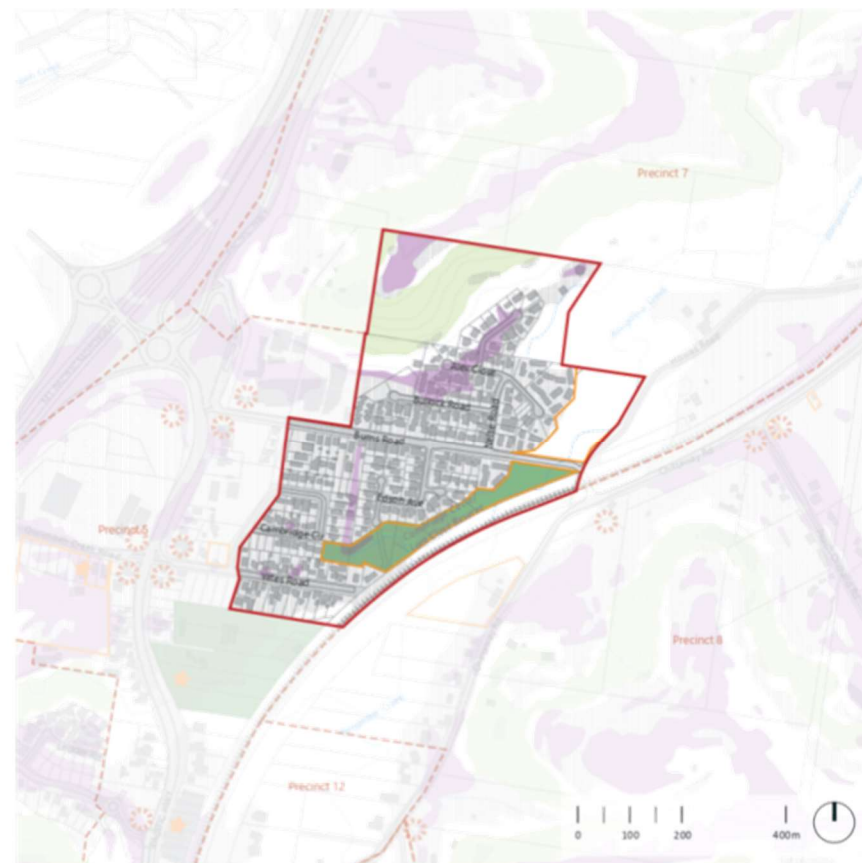


Fig 4.7.4: Strengths and Opportunities





**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.

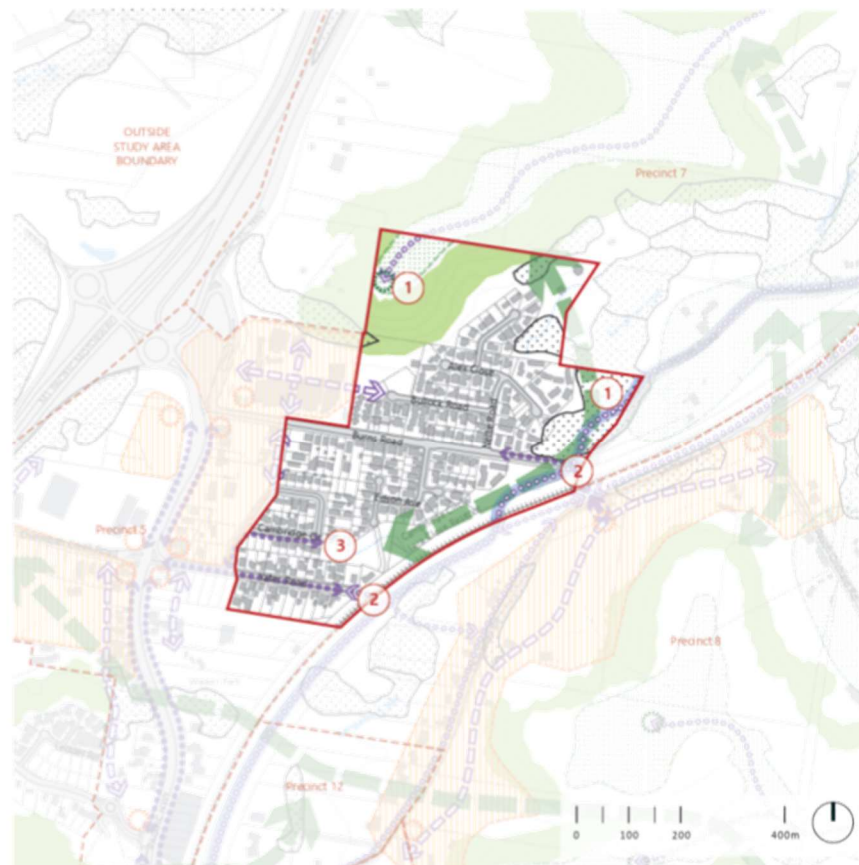


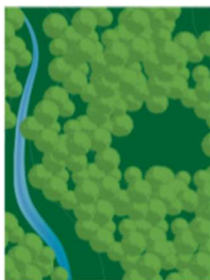
Fig 4.7.5: Strategies

<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Precinct boundary</li> <li><span style="color: blue; font-weight: bold;">⇄</span> Vehicle and pedestrian link - New</li> <li><span style="color: blue; font-weight: bold;">⇄⇄</span> Vehicle and pedestrian link - Improved</li> <li><span style="color: blue; font-weight: bold;">⇄</span> Pedestrian link - New</li> <li><span style="color: blue; font-weight: bold;">⇄⇄</span> Pedestrian link - Improved</li> <li><span style="background-color: orange; border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Investigation area</li> <li><span style="background-color: lightgreen; border: 1px solid lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Potential for improved public access</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: lightgrey; border: 1px solid lightgrey; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Protect and reinforce rural character area</li> <li><span style="background-color: lightgrey; border: 1px solid lightgrey; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Likely to contain EECs</li> <li><span style="background-color: lightgreen; border: 1px solid lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Maintain scenic qualities/minimise visual impacts</li> <li><span style="color: green; font-weight: bold;">⇄⇄</span> Biodiversity corridor investigation</li> <li><span style="color: green; font-weight: bold;">○</span> Prominent site - Natural</li> <li><span style="color: red; font-weight: bold;">○</span> Prominent site - Urban</li> <li><span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Train Station</li> </ul>	<p><b>Site Specific Strategies</b></p> <ol style="list-style-type: none"> <li>1 Increase public access to hilltops and riparian areas where appropriate</li> <li>2 Potential for a new bridge at Burns or Yates Road</li> <li>3 Improve walking paths to Cambridge Circle/Lara Close Reserve.</li> </ol>
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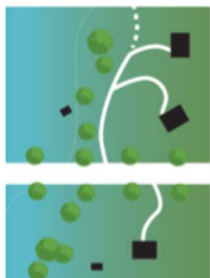
## 4.8 PRECINCT 7

### 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.

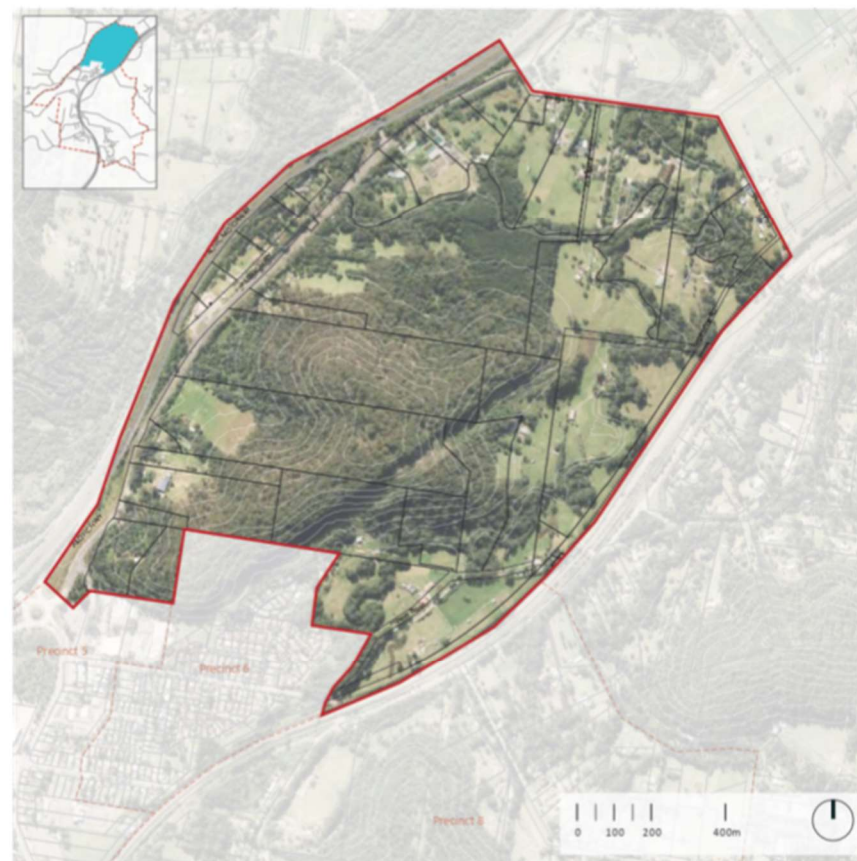


Fig 4.8.1: Precinct Aerial and Contour

▭ Precinct Boundary

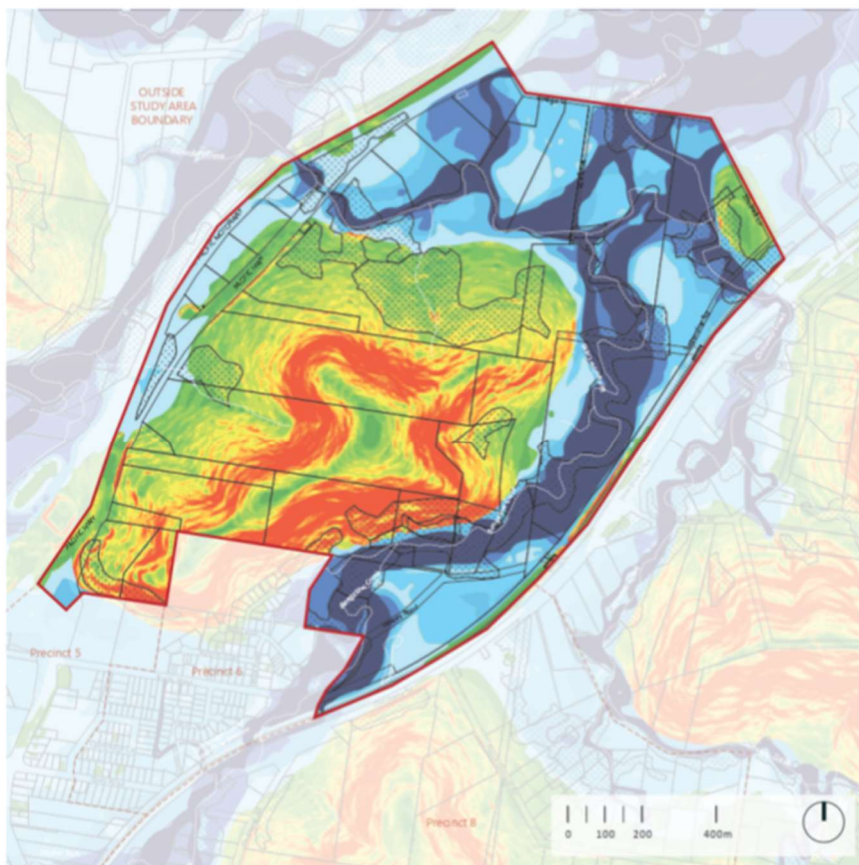


Fig 4.8.2: Constraints and Challenges (Natural)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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   |                          |   |

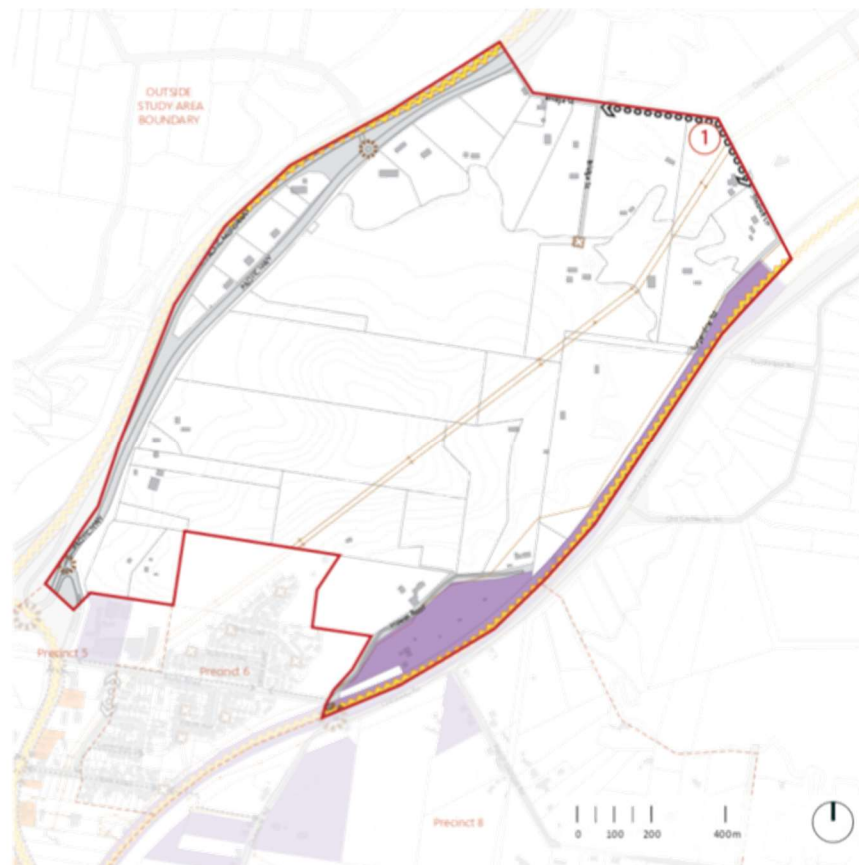


Fig 5.73: Constraints and Challenges (Urban)

- |  |                                |
|--|--------------------------------|
| 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                               |                                |

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.

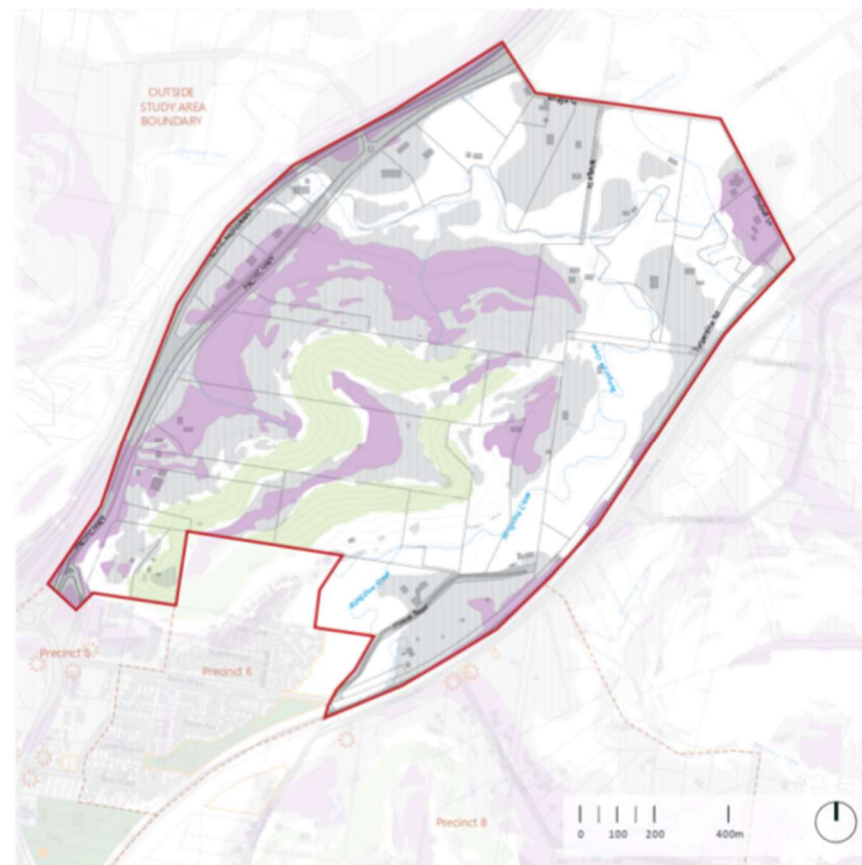


Fig 4.8.4: Strengths and Opportunities





**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.

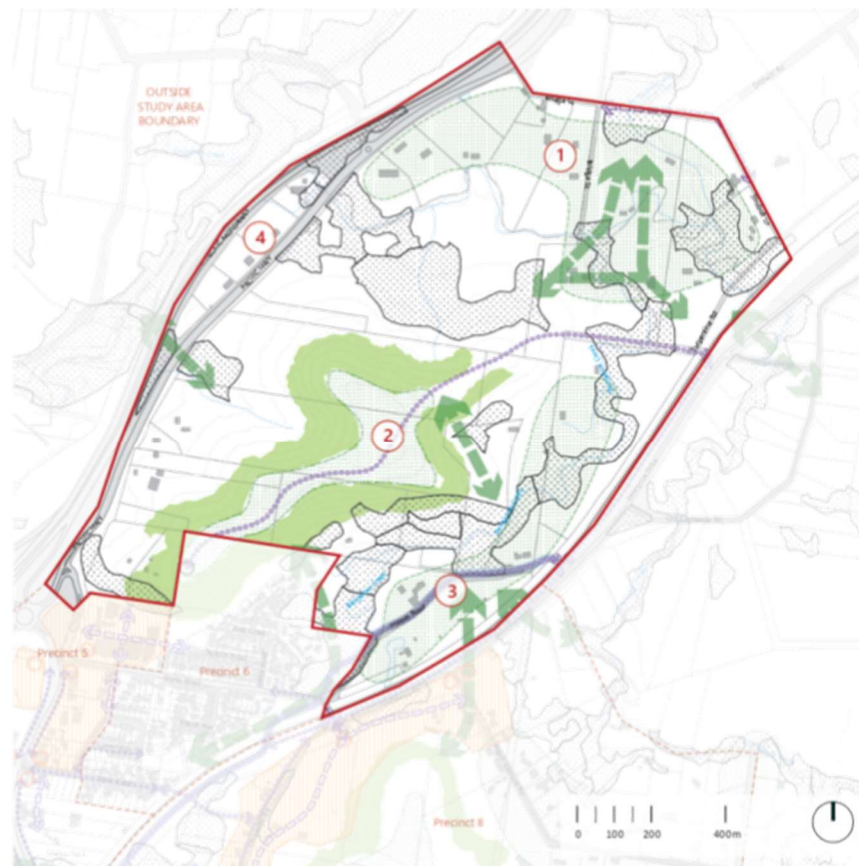


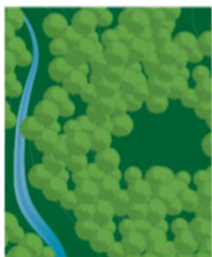
Fig 4.8.5: Strategies

<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Precinct boundary</li> <li><span style="color: blue; font-weight: bold;">⇄</span> Vehicle and pedestrian link - New</li> <li><span style="color: purple; font-weight: bold;">⇄</span> Vehicle and pedestrian link - Improved</li> <li><span style="color: blue; font-weight: bold;">⇄</span> Pedestrian link - New</li> <li><span style="color: purple; font-weight: bold;">⇄</span> Pedestrian link - Improved</li> <li><span style="background-color: orange; border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Investigation area</li> <li><span style="background-color: lightgreen; border: 1px solid lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Potential for improved public access</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: lightgrey; border: 1px solid lightgrey; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Protect and reinforce rural character area</li> <li><span style="background-color: lightgrey; border: 1px solid lightgrey; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Likely to contain EECs</li> <li><span style="background-color: lightgreen; border: 1px solid lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Maintain scenic qualities/minimise visual impacts</li> <li><span style="color: green; font-weight: bold;">⇄</span> Biodiversity corridor investigation</li> <li><span style="color: green; font-weight: bold;">○</span> Prominent site - Natural</li> <li><span style="color: red; font-weight: bold;">○</span> Prominent site - Urban</li> <li><span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Train Station</li> </ul>	<p><b>Site Specific Strategies</b></p> <ol style="list-style-type: none"> <li>1. Potential for improved public access to riparian areas north of Fox Hill.</li> <li>2. Potential for improved public access and outlook from Fox Hill.</li> <li>3. Investigate Bangalow creek walk along riparian zone.</li> <li>4. Semi-rural and specialised non-urban industries encouraged to take advantage of highway access.</li> </ol>
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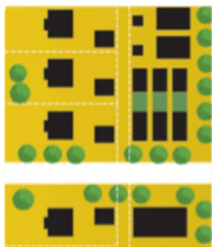
# 4.9 PRECINCT 8

**RECOMMENDED TYPOLOGIES**

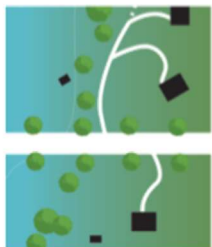
**T1: Rugged Terrain**



**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.

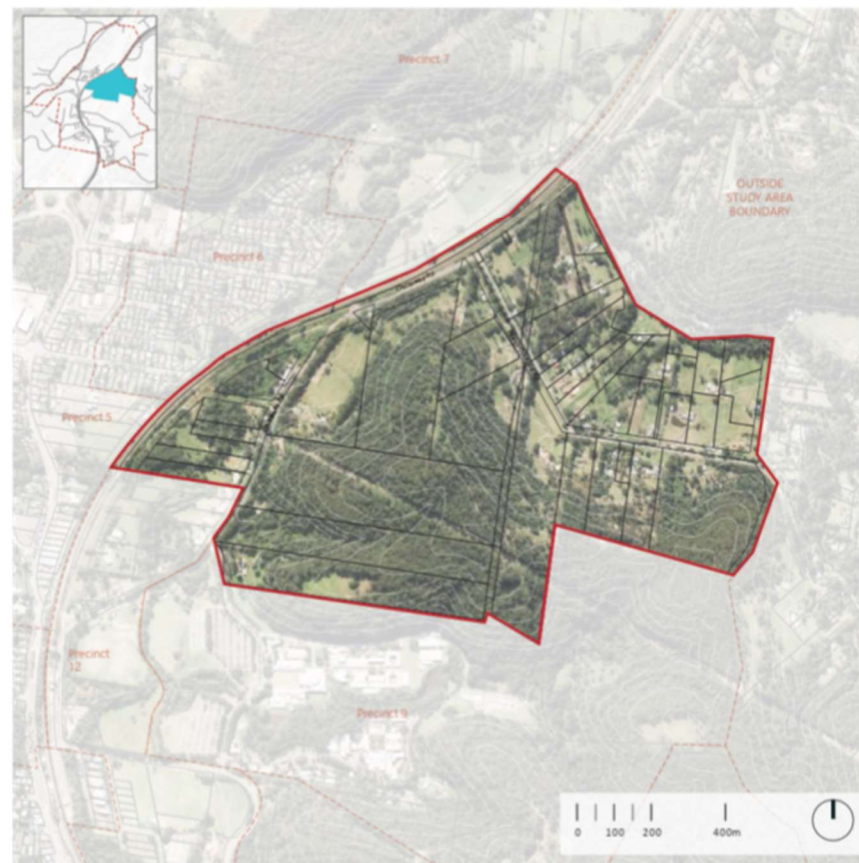


Fig 4.9.1: Precinct Aerial and Contour

▭ Precinct Boundary

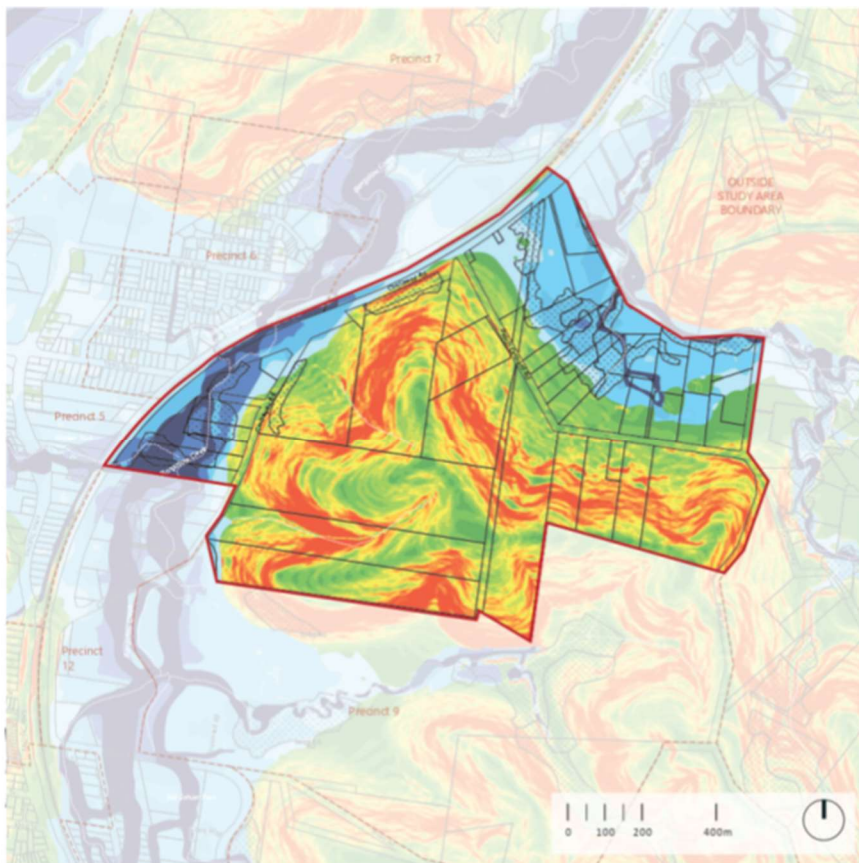


Fig 4.9.2: Constraints and Challenges (Natural)

- |  |   |  |
|--|---|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct Boundary | <span style="background-color: darkblue; width: 15px; height: 10px;"></span> Floodway Area        | <span style="border: 1px dashed grey; display: inline-block; width: 15px; height: 10px;"></span> Endangered Ecological Communities (EEC) |
| <span style="background-color: green; width: 15px; height: 10px;"></span> 0-10 percent Slope                     | <span style="background-color: blue; width: 15px; height: 10px;"></span> High hazard Area         | <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Creek line                                     |
| <span style="background-color: yellowgreen; width: 15px; height: 10px;"></span> 10-20 percent slope              | <span style="background-color: lightblue; width: 15px; height: 10px;"></span> Flood Storage Area  |  |
| <span style="background-color: orange; width: 15px; height: 10px;"></span> 20-30 percent slope                   | <span style="background-color: cyan; width: 15px; height: 10px;"></span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: red; width: 15px; height: 10px;"></span> 40+ percent slope                        | <span style="background-color: lightblue; width: 15px; height: 10px;"></span> Flood Prone Land    |  |

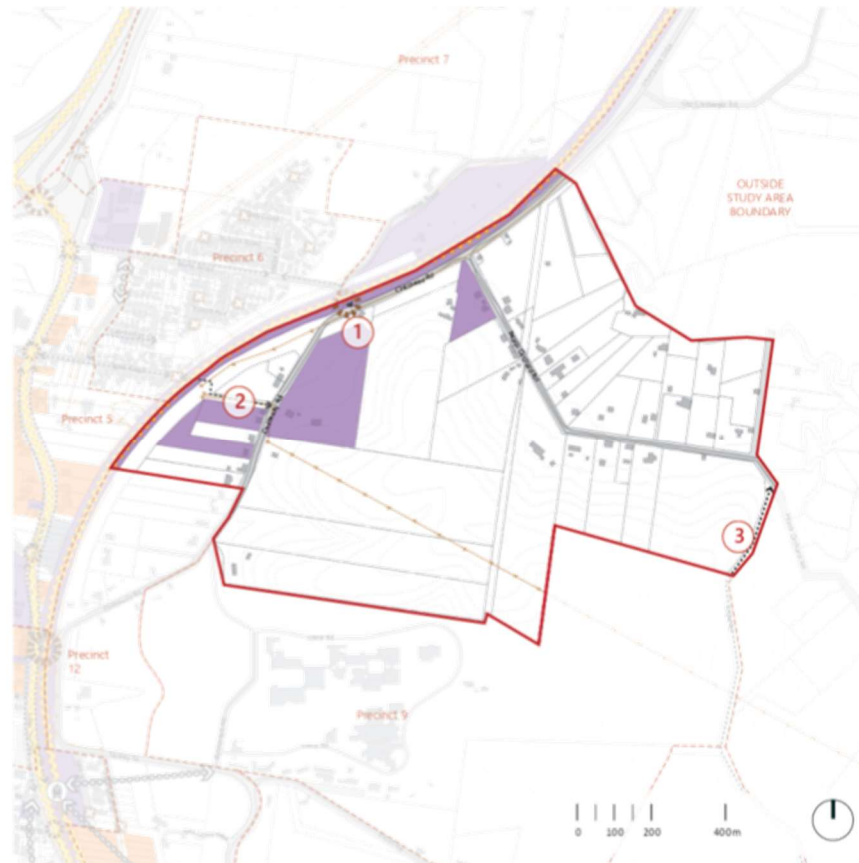


Fig 4.9.3: Constraints and Challenges (Urban)

- |  |  |
|--|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct boundary                 | <span style="border: 1px solid orange; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Busy Intersection              |
| <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Missing vehicle and/or pedestrian link | <span style="border-bottom: 1px solid yellow; width: 15px; display: inline-block;"></span> Powerlines  |
| <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Missing/poor quality footpath          | <span style="background-color: blue; width: 15px; height: 10px; display: inline-block;"></span> Heritage   |
| <span style="border-bottom: 1px dashed grey; width: 15px; display: inline-block;"></span> Transport corridor (noise and traffic) | <span style="border: 1px solid orange; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Site specific issue (see text) |
| <span style="border: 1px solid grey; width: 15px; height: 10px; display: inline-block;"></span> Dead end                         |  |

- Site Specific Issues**
1. Busy Burns Road underpass prone to congestion and flooding, no pedestrian access.
  2. Dead end at 'lites road, no access to other side of rail corridor.
  3. Unmade/unsealed Edge 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 medium density forms of housing</li> <li>Specialised housing to accommodate students, subject to demand</li> </ul>



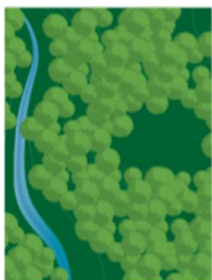
Fig 4.9.5: Strategies

<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>Potential for a new road-over-rail bridge at Burns or Yates Road</li> <li>Rural country lane character protected along Peach Orchard Road</li> <li>Increase public recreational access to hilltops where appropriate.</li> <li>Investigate improving Edge Road evacuation route.</li> </ol>
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# 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.

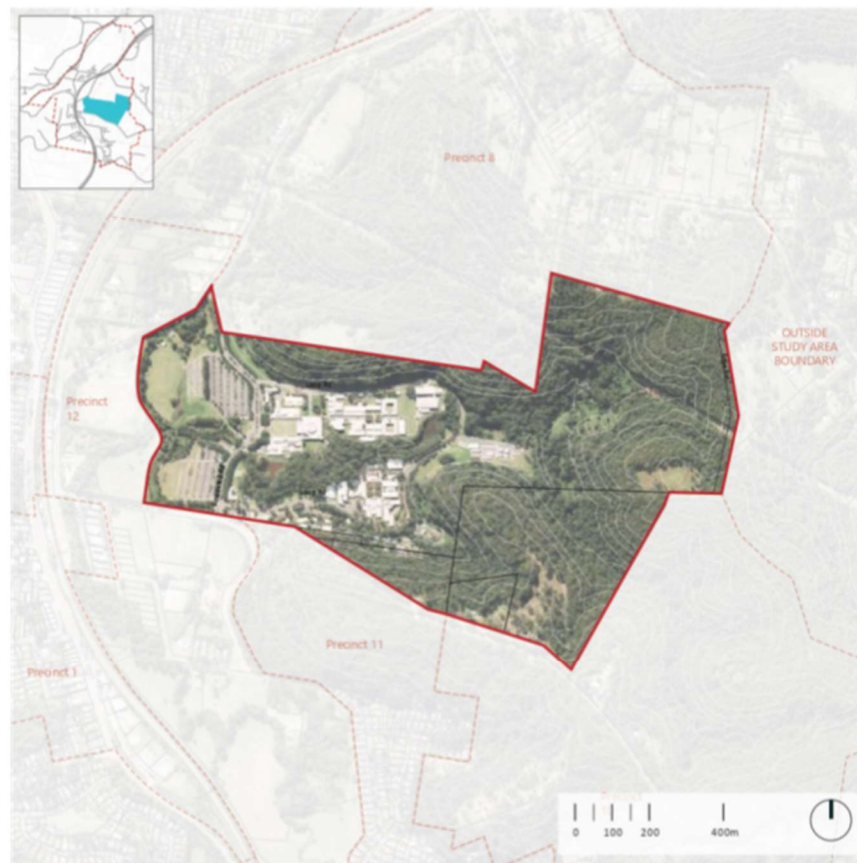


Fig 4.10.1: Precinct Aerial and Contour

▭ Precinct Boundary

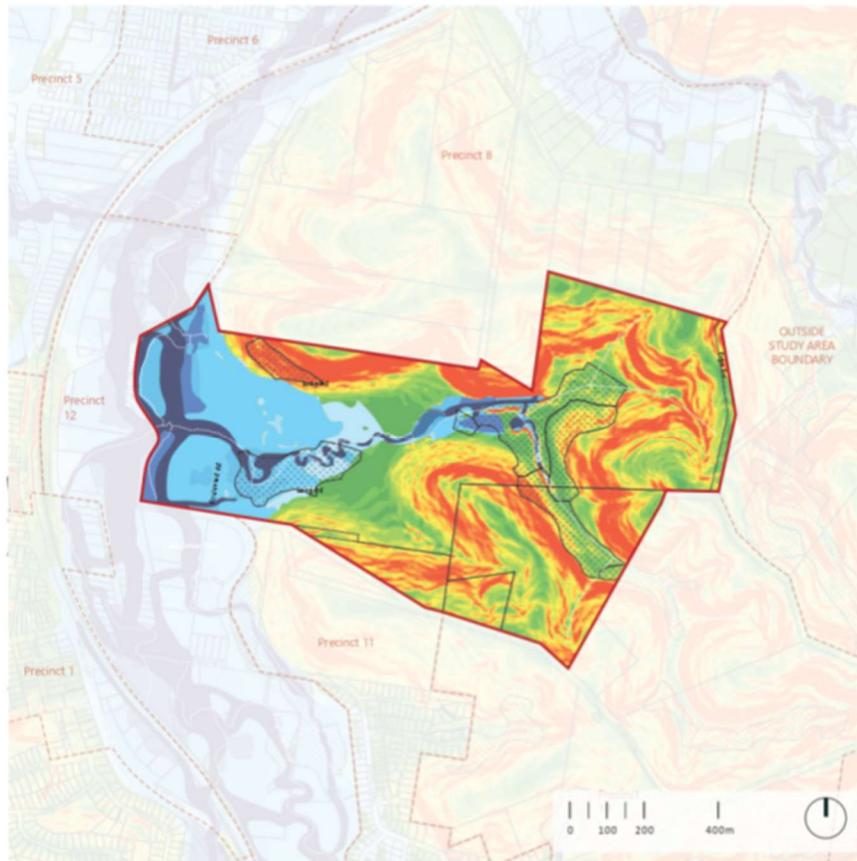


Fig 4.10.2: Constraints and Challenges (Natural)

- Precinct Boundary
- 0-10 percent Slope
- 10-20 percent slope
- 20-30 percent slope
- 30-40 percent slope
- 40+ percent slope
- Floodway Area
- High hazard Area
- Flood Storage Area
- 1% AEP Flood + Freeboard
- Flood Prone Land
- Endangered Ecological Communities (EEC)
- Creek line

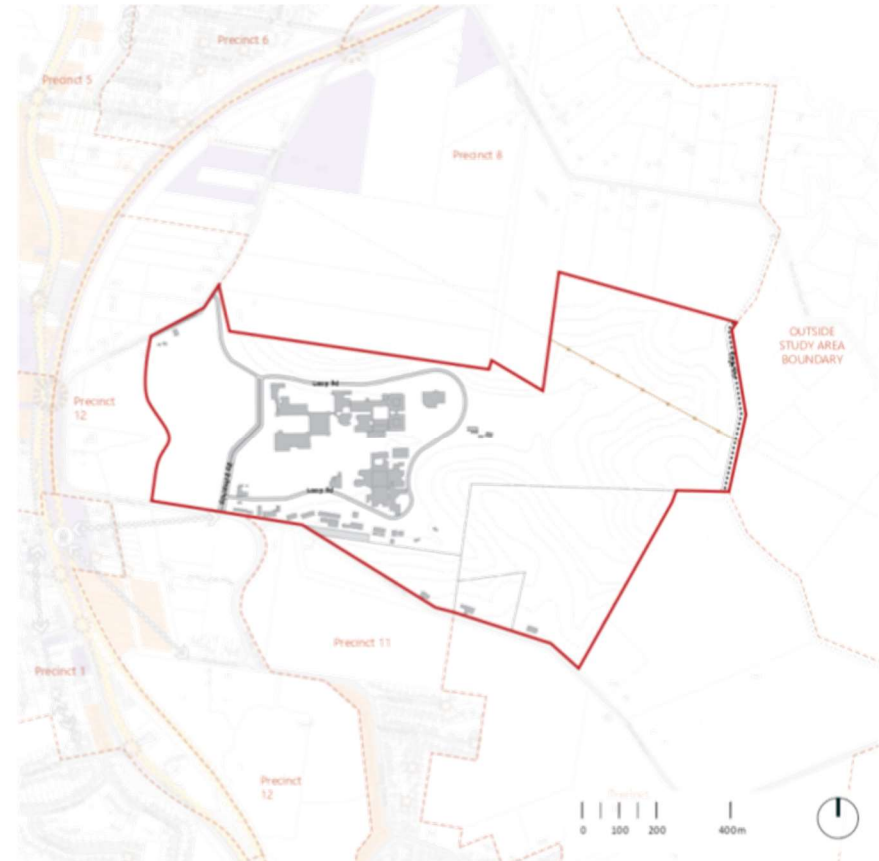


Fig 4.10.3: Constraints and Challenges (Urban)

- Precinct boundary
- Missing vehicle and/or pedestrian link
- Missing/poor quality footpath
- Transport corridor (noise and traffic)
- Dead end
- Busy Intersection
- Powerlines
- Heritage
- Site specific issue (see text)



**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 supports 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.

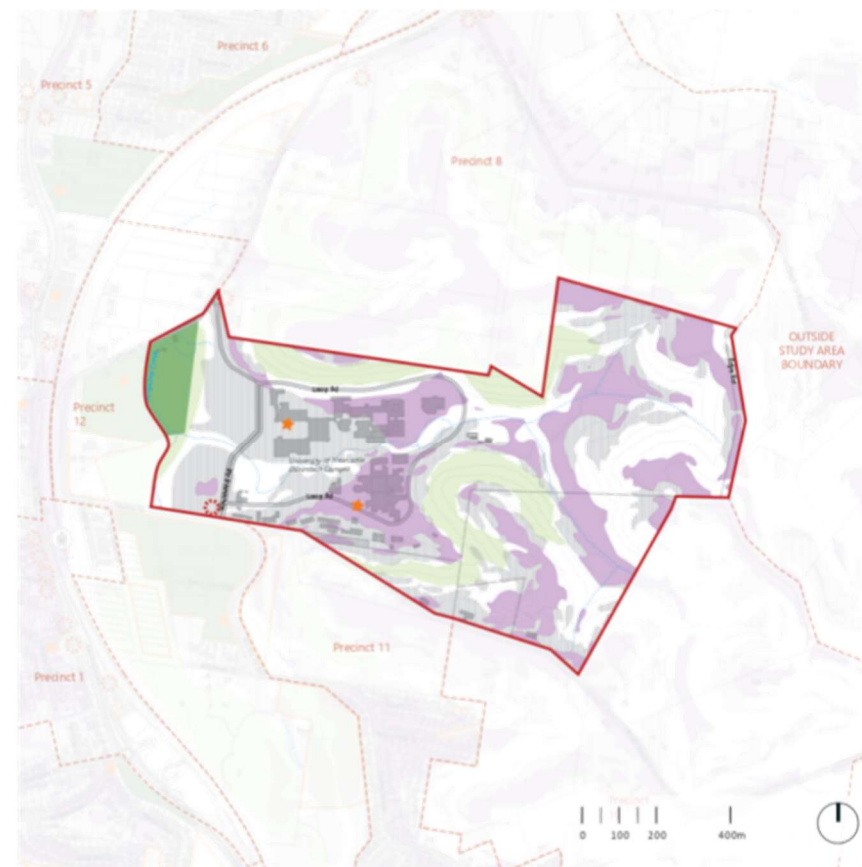


Fig 4.10.4: Strengths and Opportunities



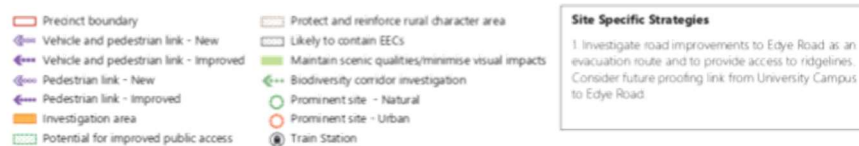


**IMPLEMENTING CHANGE**

- 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



# 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.

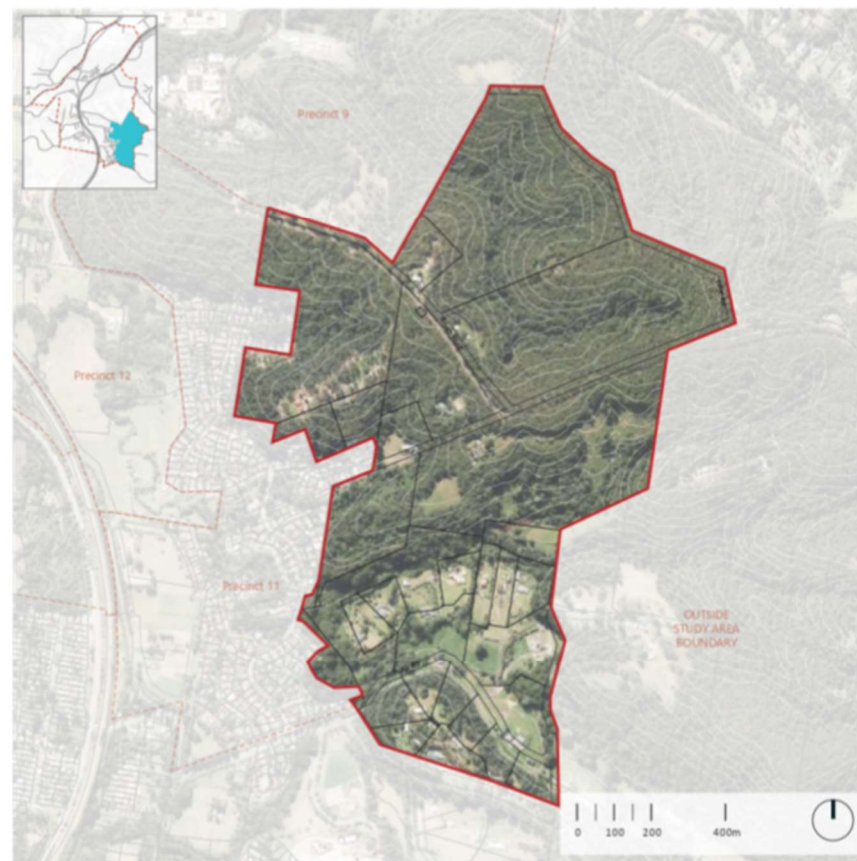


Fig 4.11.1: Precinct Aerial and Contour

▭ Precinct Boundary

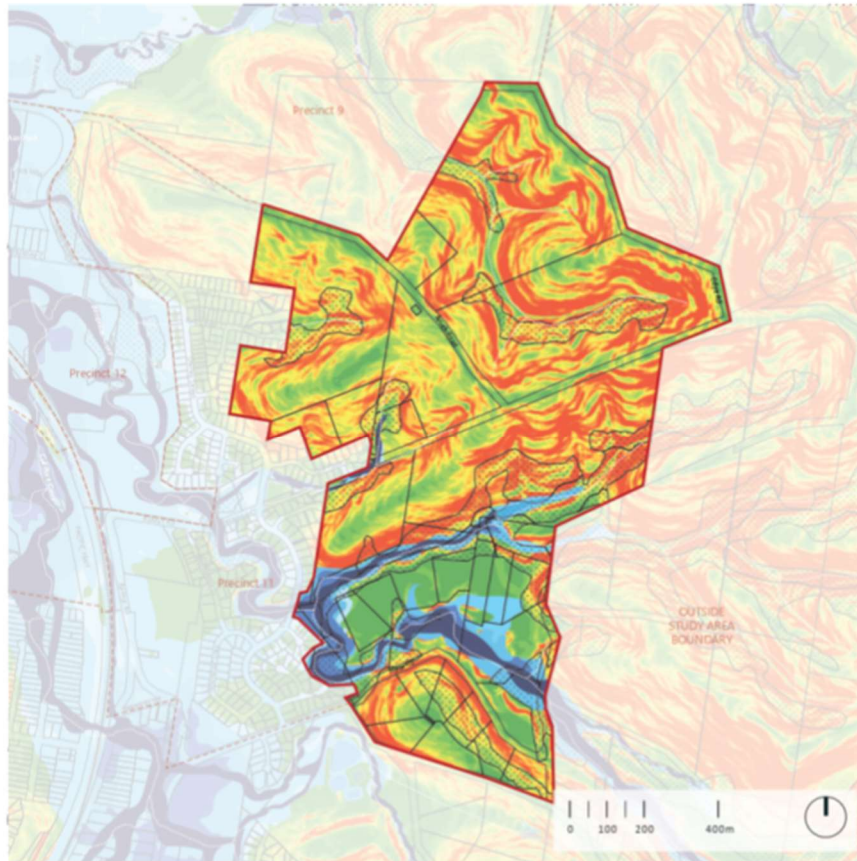


Fig 4.11.2: Constraints and Challenges (Natural)

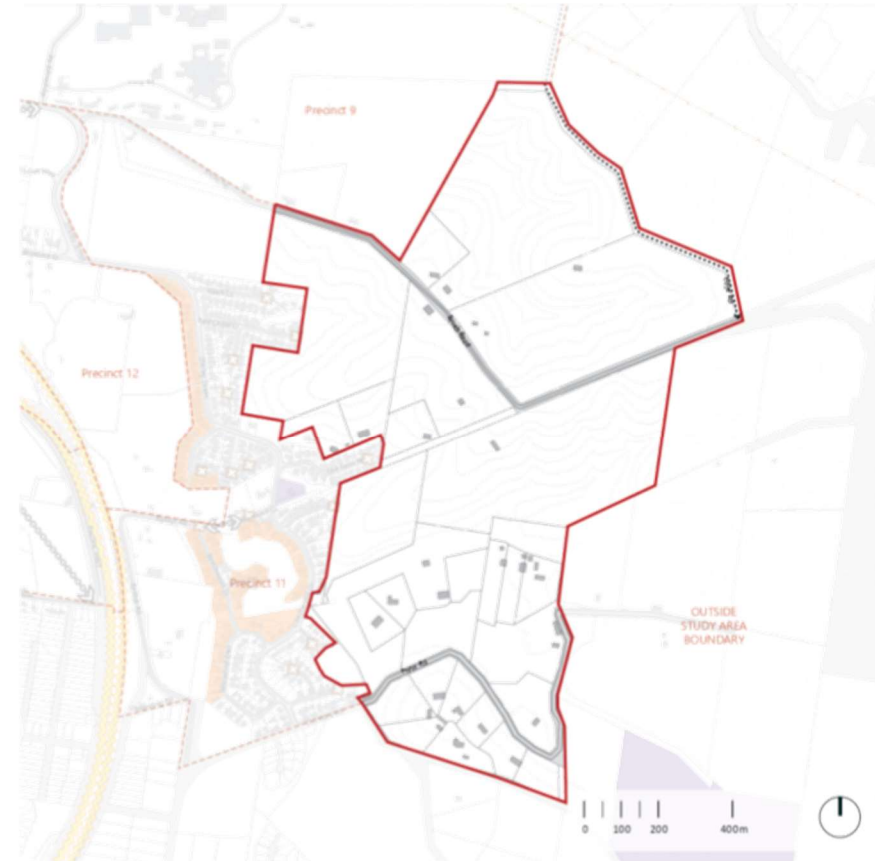


Fig 4.11.3: Constraints and Challenges (Urban)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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   |                          |   |

- |  |                                |
|--|--------------------------------|
| 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.

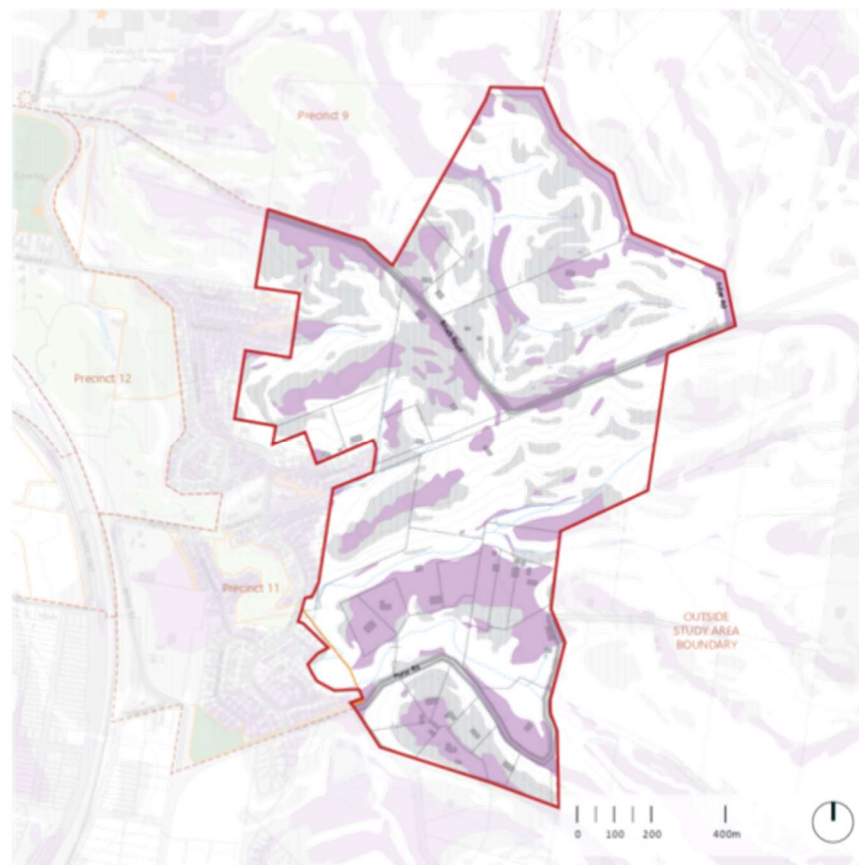


Fig 4.11.4: Strengths and Opportunities







**IMPLEMENTING CHANGE**

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives.

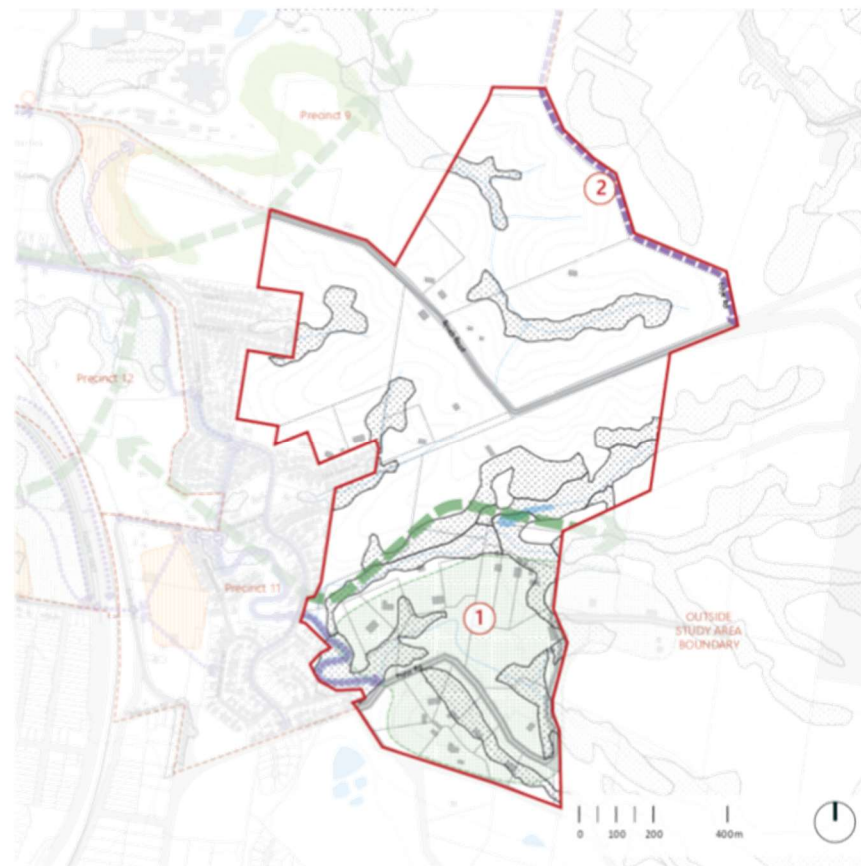


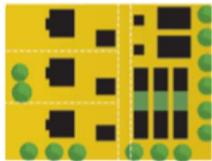
Fig 4.11.5: Strategies

<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Precinct boundary</li> <li><span style="border-bottom: 1px dashed blue; width: 15px; margin-right: 5px;"></span> Vehicle and pedestrian link - New</li> <li><span style="border-bottom: 1px dashed purple; width: 15px; margin-right: 5px;"></span> Vehicle and pedestrian link - Improved</li> <li><span style="border-bottom: 1px dashed green; width: 15px; margin-right: 5px;"></span> Pedestrian link - New</li> <li><span style="border-bottom: 1px dashed orange; width: 15px; margin-right: 5px;"></span> Pedestrian link - Improved</li> <li><span style="background-color: orange; width: 15px; height: 10px; margin-right: 5px;"></span> Investigation area</li> <li><span style="background-color: lightgreen; width: 15px; height: 10px; margin-right: 5px;"></span> Potential for improved public access</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: lightgrey; width: 15px; height: 10px; margin-right: 5px;"></span> Protect and reinforce rural character area</li> <li><span style="background-color: lightgrey; border: 1px solid grey; width: 15px; height: 10px; margin-right: 5px;"></span> Likely to contain EECs</li> <li><span style="background-color: lightgreen; width: 15px; height: 10px; margin-right: 5px;"></span> Maintain scenic qualities/minimise visual impacts</li> <li><span style="border-bottom: 1px dashed green; width: 15px; margin-right: 5px;"></span> Biodiversity corridor investigation</li> <li><span style="border: 1px solid green; width: 10px; height: 10px; border-radius: 50%; margin-right: 5px;"></span> Prominent site - Natural</li> <li><span style="border: 1px solid orange; width: 10px; height: 10px; border-radius: 50%; margin-right: 5px;"></span> Prominent site - Urban</li> <li><span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; margin-right: 5px;"></span> Train Station</li> </ul>	<p><b>Site Specific Strategies</b></p> <ol style="list-style-type: none"> <li>1. Rural country lane character protected along Pryor Road.</li> <li>2. Investigate improving Edge road evacuation route.</li> </ol>
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# 4.12 PRECINCT 11

**RECOMMENDED TYPOLOGIES**

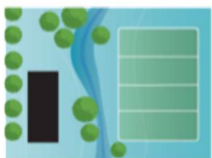
**T3: Suburban**



**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.

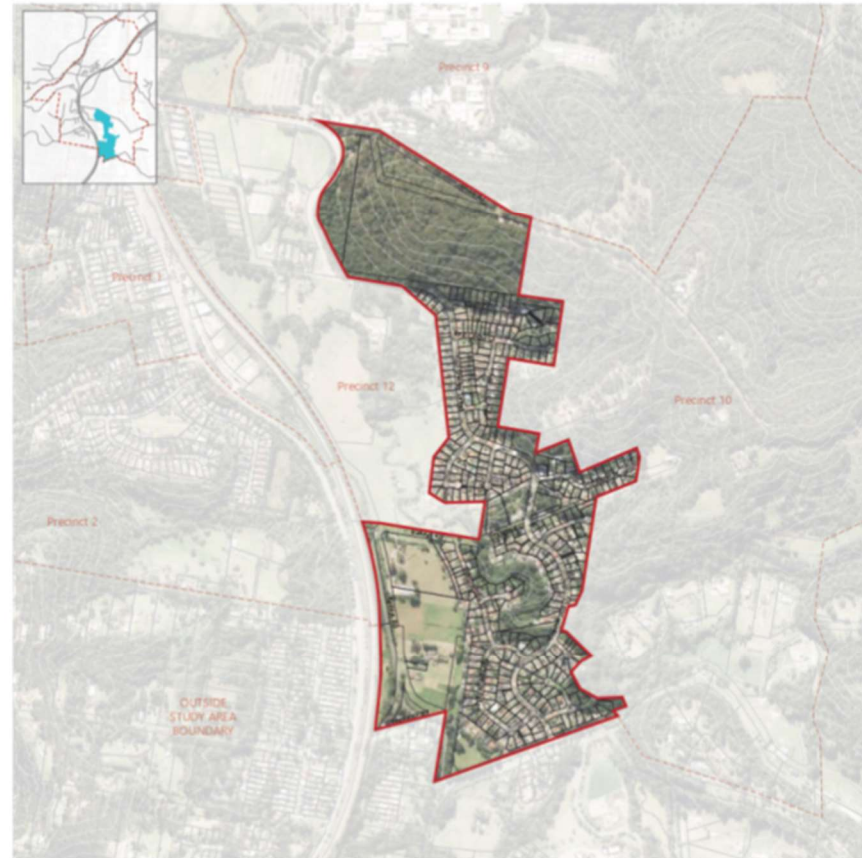


Fig 4.12.1: Precinct Aerial and Contour

▭ Precinct Boundary

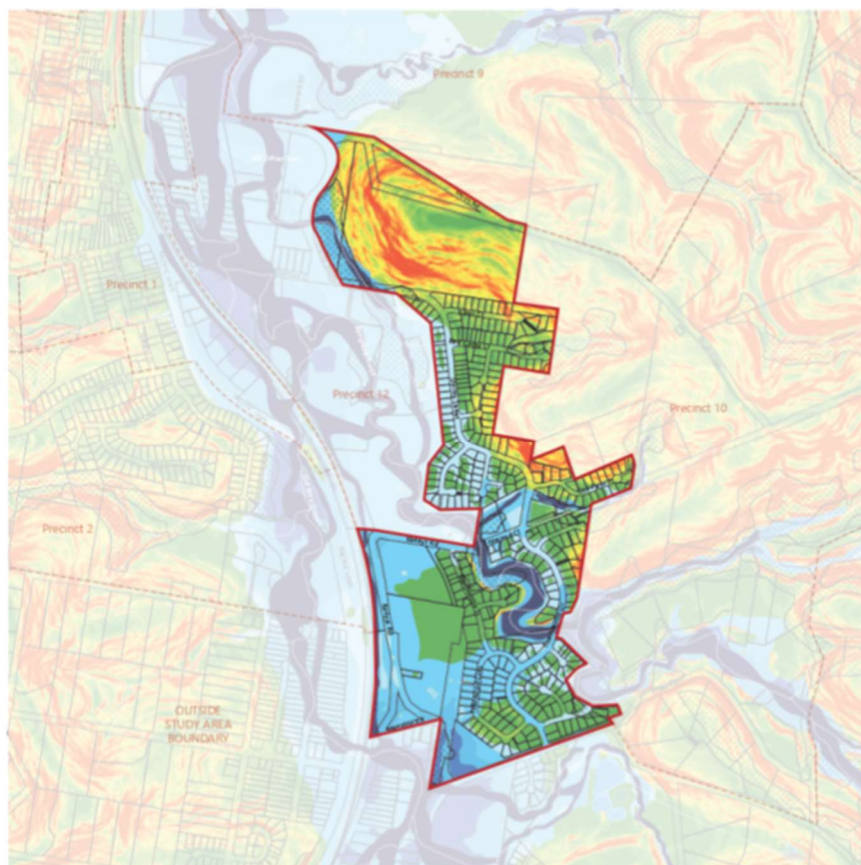


Fig 4.12.2: Constraints and Challenges (Natural)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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 |   |
| 20-40 percent slope | Flood Prone Land         |   |
| 40+ percent slope   |                          |   |

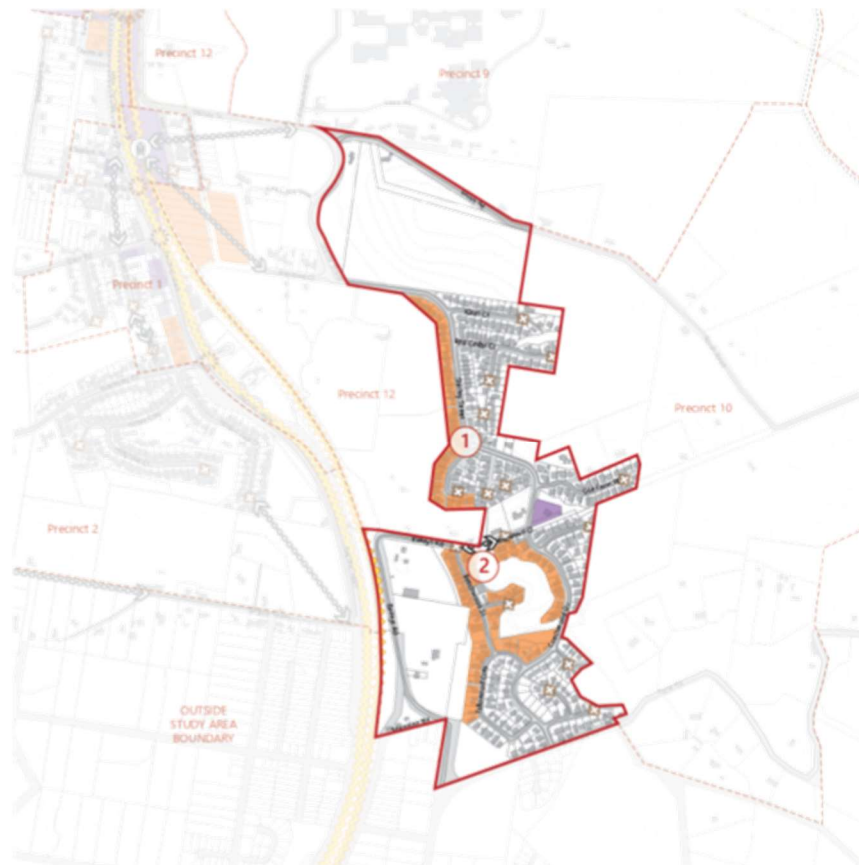


Fig 4.12.3 Constraints and Challenges (Urban)

- |  |                                |
|--|--------------------------------|
| 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                               |                                |

**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.

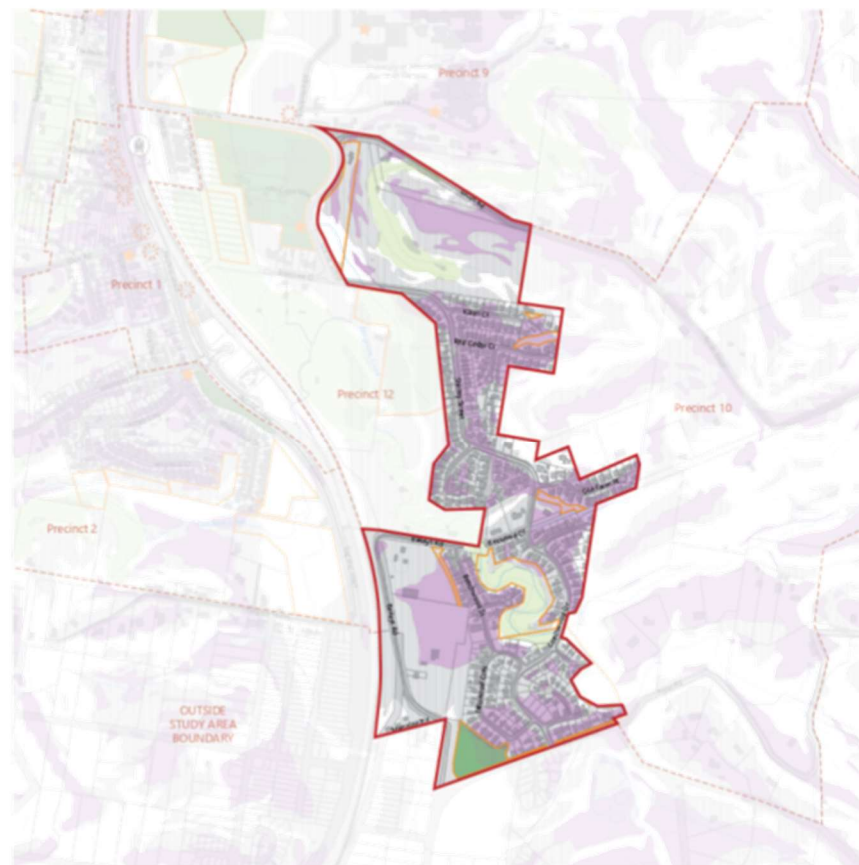


Fig 4.12.4: Strengths and Opportunities





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 Known environmental management requirements: biodiversity conservation, land stability, bushfire protection and visual sensitivity
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</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 Known environmental management requirements: flood protection and evacuation
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>

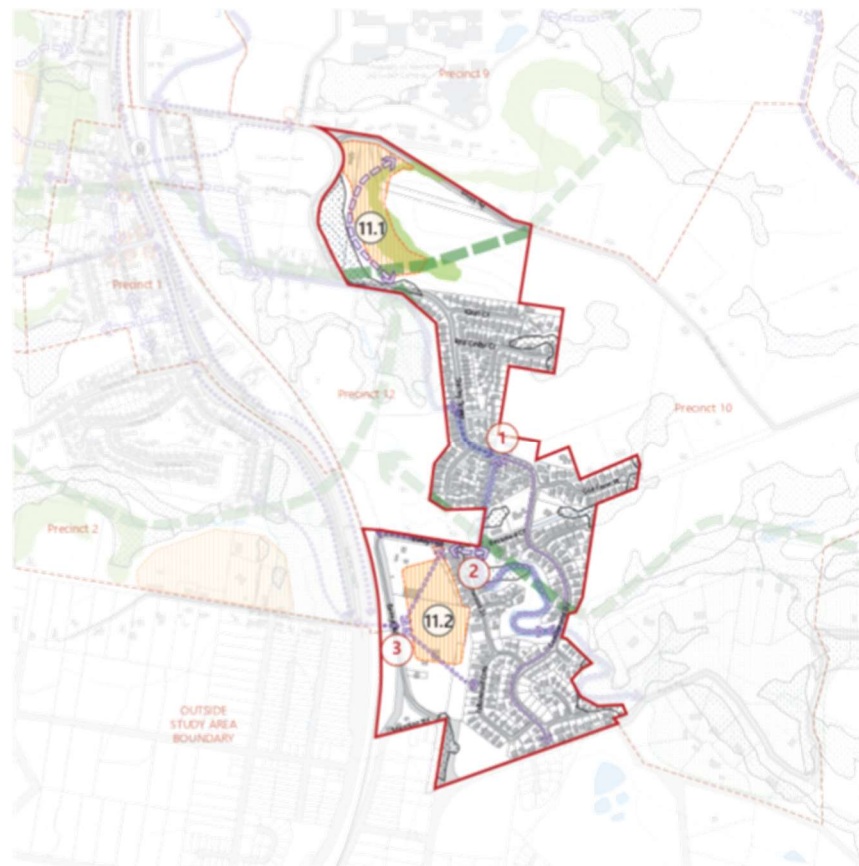


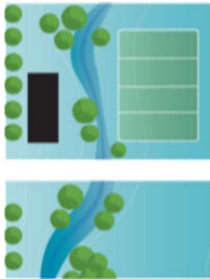
Fig 4.12.5: Strategies

<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. New footpaths along Shirley Street and Coachwood dr.</li> <li>2. Investigate suitability of pathways along creeklines</li> <li>3. Improve and create pathways to rail bridge with new development.</li> </ol>
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# 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

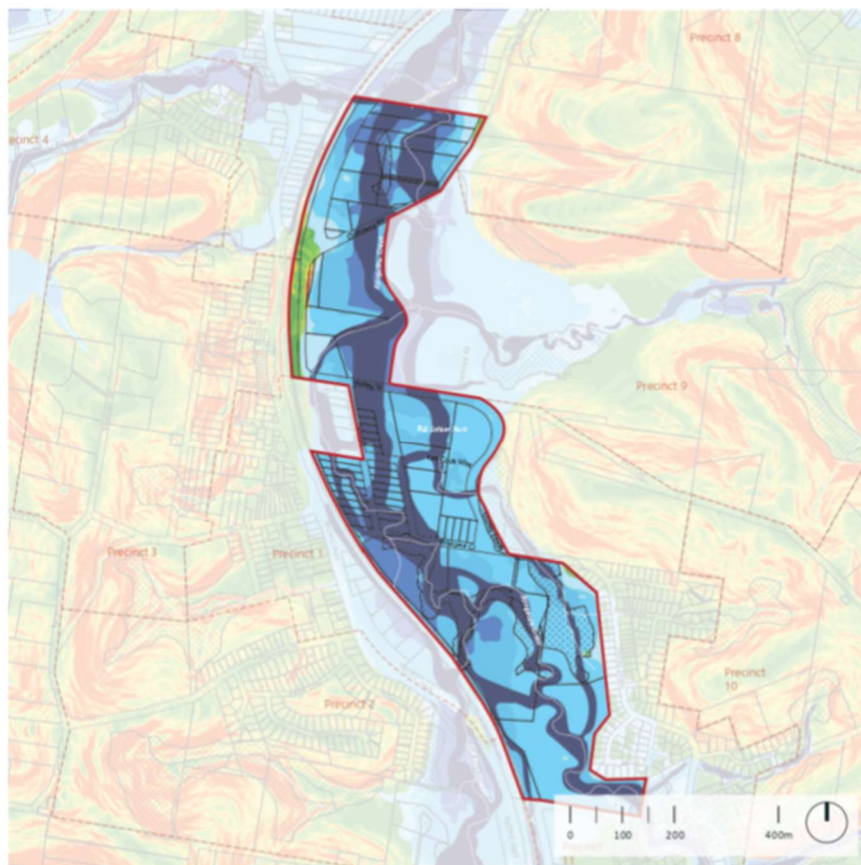


Fig 4.122: Constraints and Challenges (Natural)

- |                     |                          |   |
|---------------------|--------------------------|---|
| 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 4.123: 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                               |                                |

- 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.

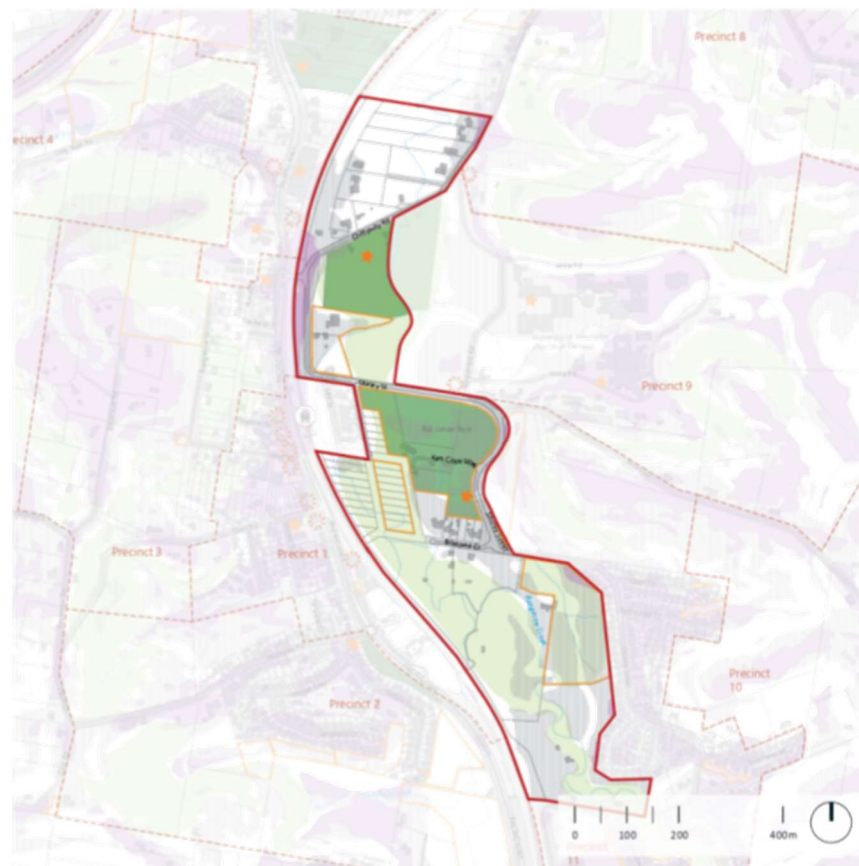


Fig 4.124: Strengths and Opportunities





**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 of 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.

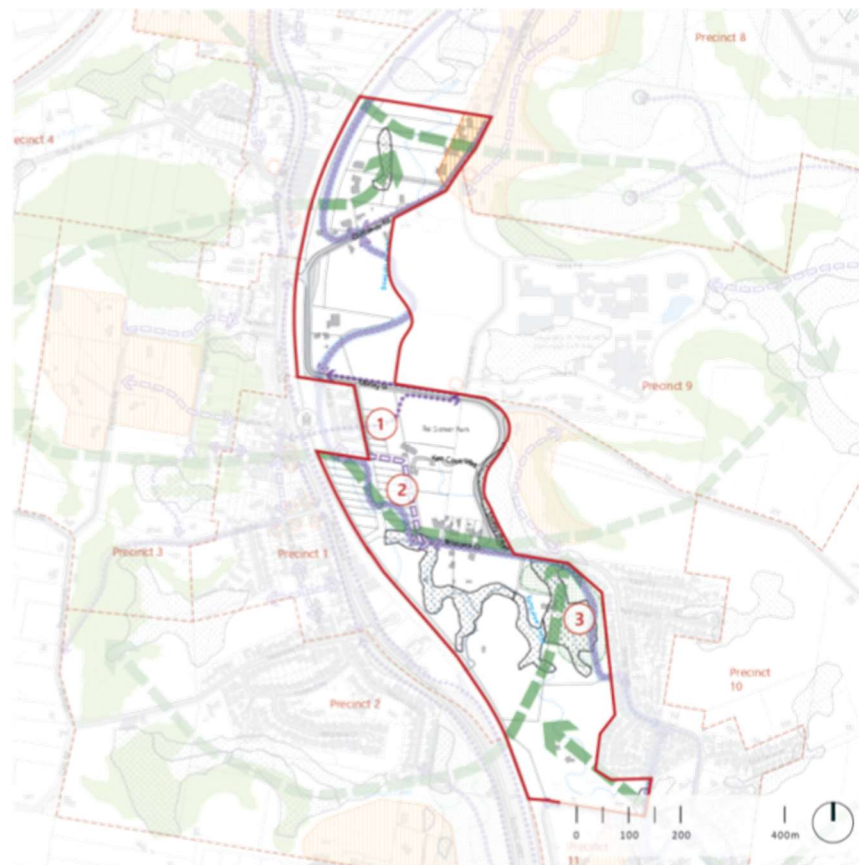
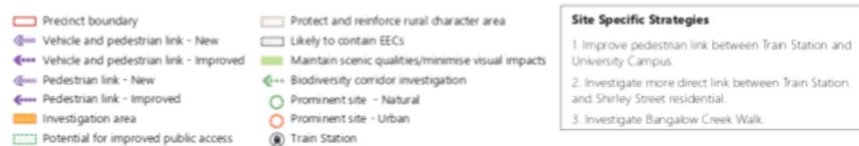


Fig 4.125: Strategies



## **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

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.



Fig 5.2: Town Centre Blocks and Potential Development Sites

- Masterplan Boundary
- Urban Block
- - - Potential Consolidated Development Sites
- Ⓛ Block Numbers

## 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
- ① Block Numbers

## 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 Jaques Street or Albert Street, northward from Glen Road to King Street and onward to Station Street. Option A, Jaques 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 Jaques 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 Jaques 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

- Masterplan Boundary
- Potential Consolidated Development Sites
- Ⓛ Block Numbers



Fig 5.4: Town Centre Future Circulation

- Masterplan Boundary
- Potential Consolidated Development Sites
- New Street
- New Pedestrian Link
- Improved Crossing to Station
- Possible laneways
- Entry Point to Town Centre
- Ⓛ 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 of 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 through 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 5.9: Town Centre Building Heights Diagram

- Masterplan Boundary
- - - Potential Consolidated Development Sites
- 2-3 storeys
- 3 storeys (incl 1 ground floor commercial)
- 4 storeys (incl 1 ground floor commercial)
- Ⓛ Block Numbers



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 and up to 6 stories on special sites (see fig 5.9).
- 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.

- 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.

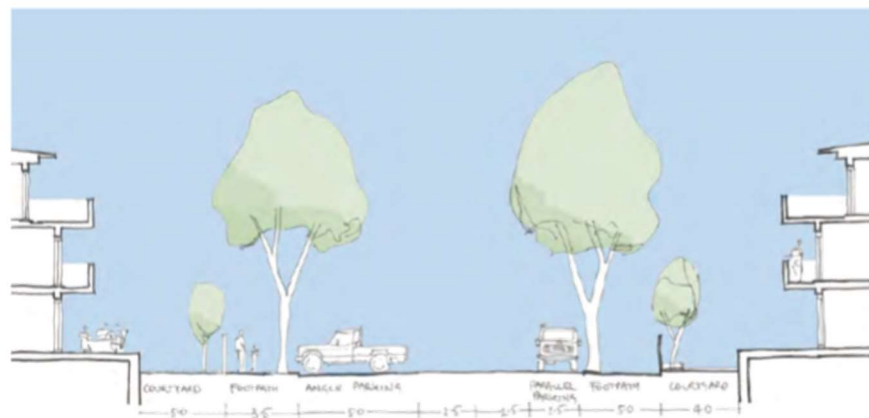


Fig 5.11: Typical Cross Section through residential street

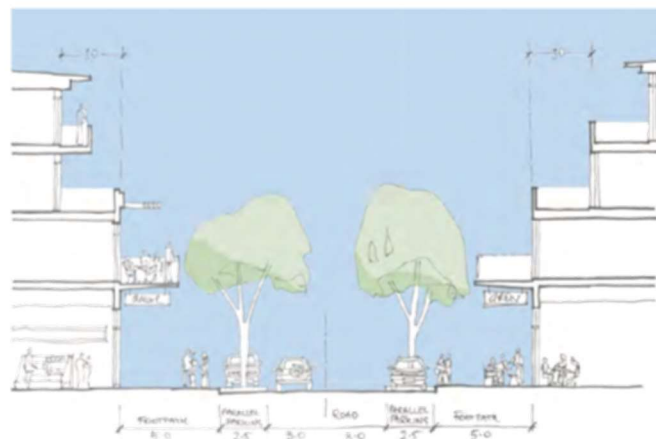


Fig 5.12: Typical Cross Section of New Main Street (Jaques Street) with commercial at ground level



## **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 Precincts. 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 7.11 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. This updated framework will provide a basis for a comprehensive 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 when preparing its comprehensive 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 (e.g. through the comprehensive 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 7.11 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.
- As 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	As 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	As 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	As 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	As 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	As necessary Long-term

	COMMUNITY INFRASTRUCTURE (OTHER)	LEAD AGENCY	PRIORITY AND TIMING
C11	New multipurpose community centre in or near Town Centre	Council	As 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	As necessary In line with development / redevelopment

	PUBLIC DOMAIN	LEAD AGENCY	PRIORITY AND TIMING
PD1	Northern gateway entry statement at Motorway Interchange	Council	As necessary In line with development / redevelopment
PD2	Embellish Pacific Highway central median to provide Town Centre gateway features	Council	As 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	As necessary In line with development / redevelopment
PD4	Improve Town Centre paving and street furniture	Council	As necessary In line with development / redevelopment
PD5	Rehabilitate creeklines	Council	As necessary In line with development / redevelopment

## 7.0 REFERENCES

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Wyong Shire Council (2013b) Local Environment Plan, Wyong Shire Council, Wyong NSW.

Wyong Shire Council (2013c) Settlement Strategy, Wyong Shire Council, Wyong NSW.

Spatial data supplied by Wyong Shire Council for:

- Cadastral;
- Land Use Zoning;
- Biodiversity;
- Topography, and
- Flooding.