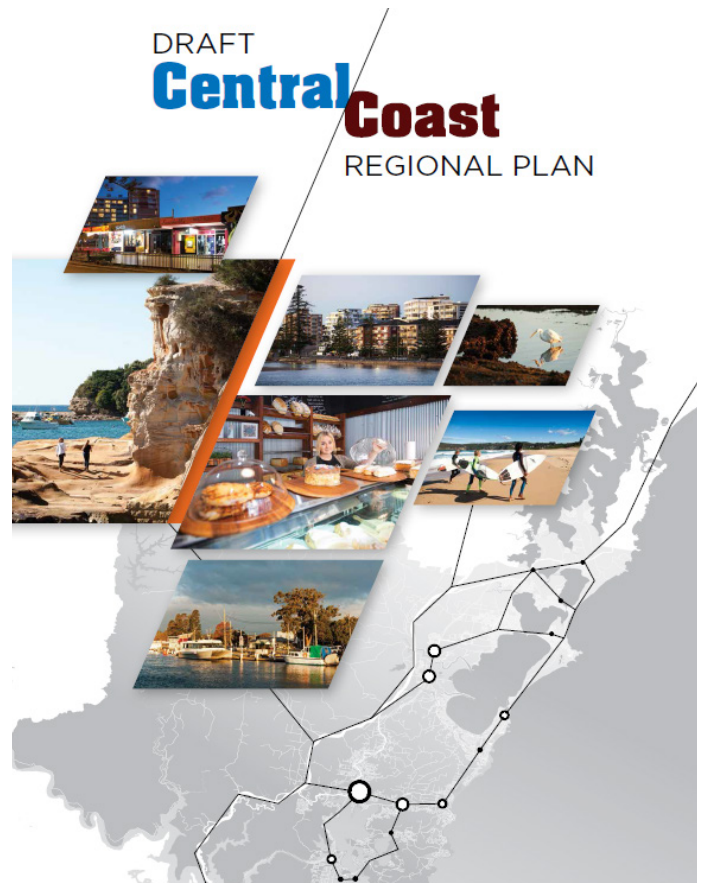
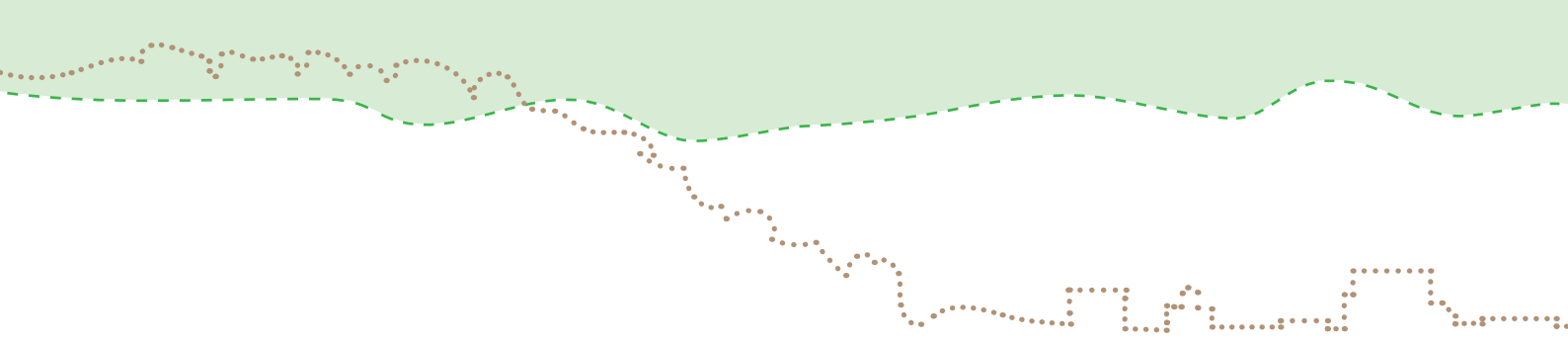


# Central Coast Regional Plan



Gosford Council Submission  
March 2016

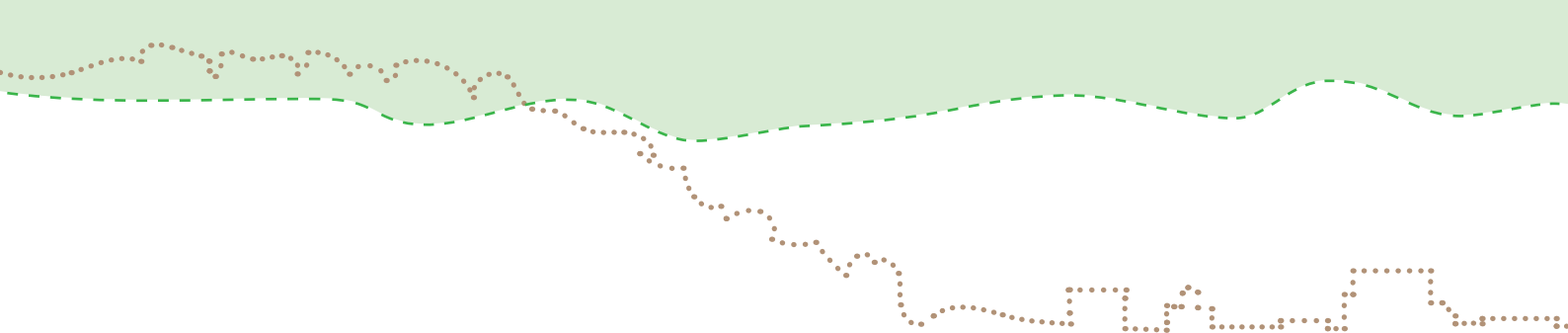






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- Gosford LGA will grow in a manner that recognises and reinforces **the best of Gosford living**
- Gosford LGA will be a **smart, green city** that celebrates our natural heritage and healthy environment
- Gosford LGA will provide an **equitable** living, working and playing environment, offering **opportunities** to pursue diverse interests and ambitions
- Gosford LGA will better **connect** its infrastructure systems within the Region to support **centres** growth



# Executive Summary

## Introduction

Gosford City Council welcomes the opportunity to comment on the Draft Central Coast Regional Plan (CCRP), and supports the development of the CCRP, which will be a strategic policy direction for housing and economic growth across the Central Coast Region (inclusive of the current Gosford and Wyong Local Government Areas). We believe that the development of this CCRP and the successful implementation of the plan by Local Government and other Government Agencies will provide benefits to the community in respect of housing, jobs, environment, resources, community services and infrastructure.

The Central Coast Region forms a part of the State's fastest growing corridor which connects Greater Sydney with Newcastle and has a population projection of 1.1 million people by 2036.

In order to accommodate the additional population projected for the Central Coast an additional 39,600 homes to the existing 157,050 homes will be required. To give perspective to the rate of housing required to house the increased population, 1920 homes annually need to be provided. This exceeds the current average of 1320 homes annually (based on 19 years growth) and is a massive difference to the last five years where only 790 homes annually have been provided.

Given the pressure on housing affordability within the Sydney Region and the capacity for the Coast to continue to grow there is every expectation that population growth on Coast will exceed the population forecast. In this regard a higher growth scenario including trigger points that require major infrastructure developments should be considered within the CCRP to ensure that long terms strategic planning, job creation and infrastructure provision meets the needs of the population throughout the 20 year planning horizon.

Implementation of the CCRP is an opportunity for Governments and key stakeholders to support growth in the area and unlock the potential of the area which is a key State Corridor linking Sydney and Newcastle, Australia's next Major City. The CCRP recognises that the jobs, the housing and the infrastructure required to support the growing population are a key component in how governments undertake their long term strategic and financial planning.

The Central Coast Region is expected to grow significantly over the next 25 years, with the population of the region increasing from 322,650 persons in 2012 to 409,450 persons in 2036 based on the NSW Planning and Environment's recent figures. This means as many as 70,000 new residents on the Central Coast need new homes and jobs. It is estimated that 39,600 new dwellings will need to be built to meet the projected population growth, which is well above the rate of new housing currently being delivered in this region.

New population on the Central Coast is being driven by:

- Local population growth (35% of annual growth by 2036) as well as people moving into the area (64% of annual growth by 2036);
- The attraction of liveable communities and lifestyle;
- New residents attracted to the Central Coast by relatively affordable housing;
- Proximity to Sydney and Newcastle metropolitan areas;
- Changes in demographics – ageing population, increasing life expectancy and young people leaving home.

The NSW Department of Planning and Environment's Central Coast Regional Plan will inform a strategic policy direction for growth across the Central Coast Region and Council as a key stakeholder now has the opportunity to manage growth and influence how population growth, housing, employment growth and infrastructure will occur in the region.

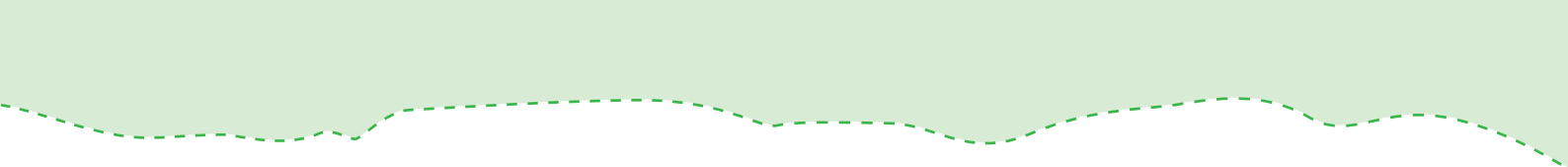



## “Building Community, Enabling Futures”

### *Gosford City Council Vision*

Gosford Council supports any plan that promotes regional economic independence and provides a clear line of sight between goals and the vision for the Region. However, many of the issues identified by Council at the early stages of the preparation of the CCRP (i.e. in response to the Central Coast Discussion Paper 2014) have not been incorporated in the CCRP, as follows:

1. A successful plan needs to be implemented through a strong governance framework, where local interests (community and Council) are well represented. It is our opinion that the proposed governance framework doesn't provide this local representation.
2. The Discussion Paper envisaged infrastructure planning and growth (housing and employment) targets. The CCRP proposes no forward planning for infrastructure, rather it only deals with committed infrastructure (e.g. Gosford Hospital), where the Discussion Paper considered the planning of Infrastructure required to support the required growth as an integrated approach to the Spatial Strategy for the Region.
3. The CCRP does not identify employment targets. Setting employment targets provides commitment to jobs on the coast and enables monitoring and measuring of our success against these targets.
4. Funding and statutory charges are impediments to unlocking release lands in the northern part of the region. Funding mechanisms need to be reviewed to ensure that planning already undertaken (i.e. North Wyong Structure Plan) can be realised.
5. The current suite of planning controls and the planning framework currently applied to the region is inadequate to provide the necessary housing growth required. The CCRP needs to clearly require Council's to reconsider their planning tools to ensure that feasible and deliverable housing can be achieved in the plan period.
6. The CCRP needs to provide guidance on prioritisation of housing needs to ensure that centres, greenfield and infill development can be designed and delivered within the Plan period.
7. The CCRP has not considered the competing interests affecting the Plateau and environmental lands. These lands are currently valuable as productive resource lands, agricultural lands, cultural sensitive lands and environmentally valuable lands . A clear hierarchy of value and supporting mapping is required to ensure these lands achieve the wider goals of the area.
8. The CCRP has not provided clear guidance for those lands west of the M1 expressway. The development of settlements and clustering of development as support uses to the rural/residential areas is important as part of managing rural lifestyles.
9. The mapping in the CCRP needs to align with the local mapping available in Council and across other Government Agencies.
10. The hierarchy of centres needs to align with Council's vision for centres and corridors for the Gosford LGA.
11. The CCRP needs to identify the value of West Gosford, Gosford, North Gosford and East Gosford as a Regional City Precinct.

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12. Woy Woy Town Centre and the Peninsula are key to the provision of increased growth in the Central Coast. This area has value as a future urban renewal precinct given its location to rail infrastructure and its role as a commuter station and regional centre for residents. Woy Woy Centre needs to be identified as a Major Centre in the Spatial Strategy and developed as a Resilient Centre Pilot Project.
  13. The CCRP has not responded to resilience and climate change as part of the urban strategies for development.
  14. The Plan has not detailed a strategy for employment growth.
  15. The provision of transport infrastructure is key to the successful growth of the Central Coast Region. Improvements to rail efficiency and the development of an improved public transport system, including light rail and Rapid Bus Travel need to be reflected in the CCRP. Opportunity exist to connect the coastal centres from The Entrance to Gosford as part of a first phase and implementable light rail or rapid bus network.
  16. The CCRP has not linked to Community Strategic Plans and the development of an implementation plan/Action Plan needs to inform Council's four year Delivery Plan.
  17. The Plan has not responded to the previous direction of the Department of Planning to review Environmental Lands and deliver a master plan for Erina Valley.

## 2016

Population 338,150

Dwellings 157,050

\$10.8 billion contributed to  
NSW gross regional product  
(85)

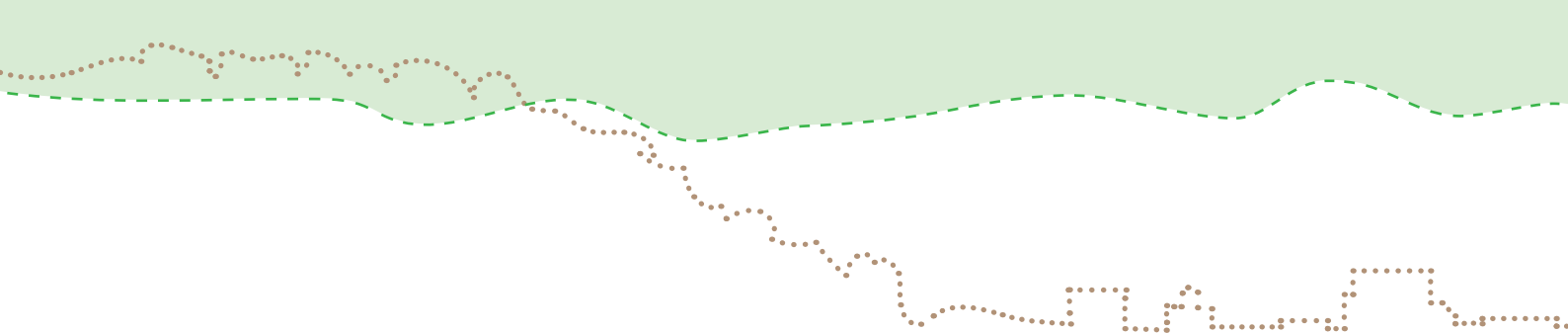
## 2036

Population 409,460

71,260 additional people

40,000 new homes

28% over 65 years old



## There plan needs to be more people focused - where is the link to the Community Strategic Plan

However, the CCRP has responded to many of the comments provided by Council, as follows:

1. The Centres and Corridors Spatial Strategy currently being undertaken by Council is at the forefront of the CCRP. This work directly responds to the work undertaken by Council in the Centres, Corridors and Community (Framework for Growth) Plan and provides Council with a clear hierarchy in planning principles within which to deliver the Framework.
2. Gosford City is recognised as the Regional City and the revitalisation of Gosford CBD is a key priority to the success of the Central Coast Region.
3. The precincts that form the Gosford CBD are identified as key principles in the delivery of a Regional City.
4. The introduction of the 'Southern Economic Corridor' is a key element that supports Council's own planning. This corridor has the potential to enable centre development, employment opportunities, green networks, connectivity and improved public transport and increased housing.
5. The CCRP recognises the role of Somersby as a key industrial area.
6. The CCRP recognises the role of Erina as a major centre.

### **Council's Plan for the Future**

Planning for the future is a key priority of Gosford Council, who support initiatives that allow the Central Coast to realise its potential as a place to live, work and play within what is undoubtedly one of the most scenic and environmentally valuable areas in NSW.

Four Planning Pillars, with 'People' at their core have been developed by Gosford Council to ensure that our planning for the future delivers project specific outcomes that cover the breadth of our priorities our community has identified. These Planning Pillars are Place, Environment, Lifestyle and Infrastructure.

The introduction of a clear Spatial Strategy (Centres and Corridors) within the CCRP is supported and Council believes that this spatial strategy provides the best opportunity to manage growth across a dispersed settlement pattern and provides clear direction on where Council should prioritise its efforts in terms of urban planning, economic development and infrastructure provision to ensure the successful implementation of the Spatial Strategy.

The CCRP needs to discuss how past planning for the Central Coast has evolved/changed, the region is no longer a commuter region to Sydney or holiday destination, the Central Coast is a key strategic region that in the next 20 years will need to secure its own future through the creation of a Regional City at Gosford, the development of major centres at Woy Woy, Tuggerah/Wyong and Erina, the development of major transport infrastructure including an airport, regionally significant industrial areas, rail and road transport infrastructure and the development of new housing opportunities.



## Draft Central Coast Regional Plan Structure

The Draft Regional Plan is the strategic policy, planning and decision making framework to guide housing and economic growth over the next 20 years. This plan will inform Council's own long term strategic planning and provide the context within which future Community Strategic Plans and visions for the region are undertaken.

Key to the Plan, is the acceleration of housing supply, growth in economic development and the enhancement of the natural environment and amenity of the region. These three outcomes of the plan are supported by Council.

To achieve these outcomes, the Draft Plan sets four goals:

Goal 1: Enhance community lifestyles and accelerate housing supply

Goal 2: Grow and diversify the regional economy

Goal 3: Sustain productive landscapes

Goal 4: Protect and manage the natural and cultural environment.

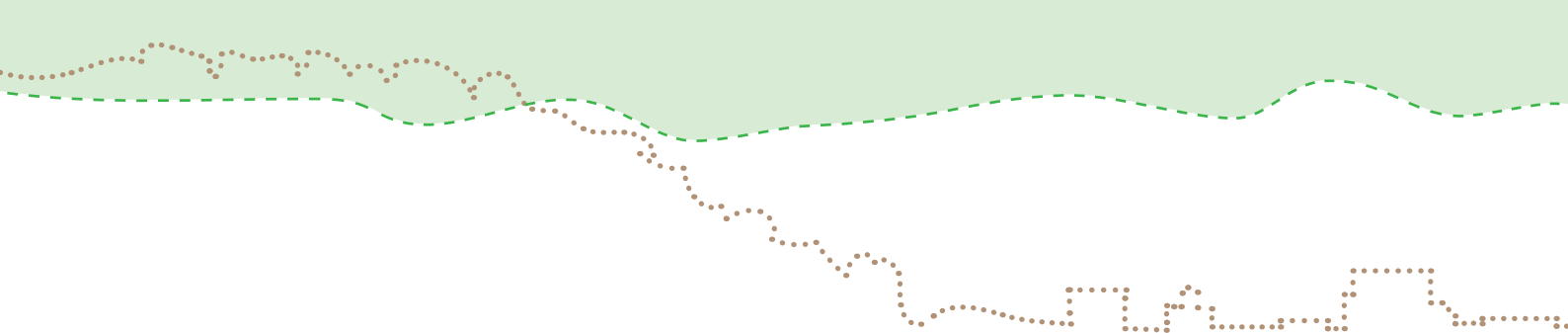
"The 20 year vision for the Central Coast has to be about lifestyle"

## Summary

The CCRP is directed towards high level, long term strategic objectives and therefore the Plan needs to place a stronger emphasis on the Council as a lead agency in implementing the plan, with many state agencies providing supporting roles. A stronger emphasis on delivery of the plan at a local government level will reflect the increased role of a single Council across the Region and ensure that other agencies respond to Council as primary decision maker for planning and development across the region.

Gosford Council, since the release of the Discussion Paper in late 2014, has liaised with the Local Department of Planning Office (Central Coast), to ensure that our Plan for the Future is aligned with the State Government vision and there is shared direction on how growth should occur. Gosford Council in early 2015, embarked on the Centres, Corridors and Communities Plan 2036, which will guide growth and development in the Gosford Local Government Area over the next 20 years. This plan is founded on what the community have already told us, they want to live in an area that embraces community wellbeing, ensures the environment is protected for future generations and an area that provides economic vitality and employment opportunities.

We believe the progression of our plan not only supports the Regional Plan, but also provides the finer grain to managing growth both housing and economic across the Gosford LGA. The Central Coast Regional Plan provides Council with the optimal time to not only reconsider current strategies for growth across the Gosford City Local Government Area (LGA) but also review current trends affecting housing and economic growth as well as Council's own response to the Community's expectations expressed through their Community Strategic Vision (CSP) and how Council manages its corporate planning and asset provision to align with long term strategic planning for LGA.



Gosford will be a **smart, green city** that celebrates our natural heritage and healthy environment



Gosford will better **connect** its infrastructure systems within the Region to support **centres growth**


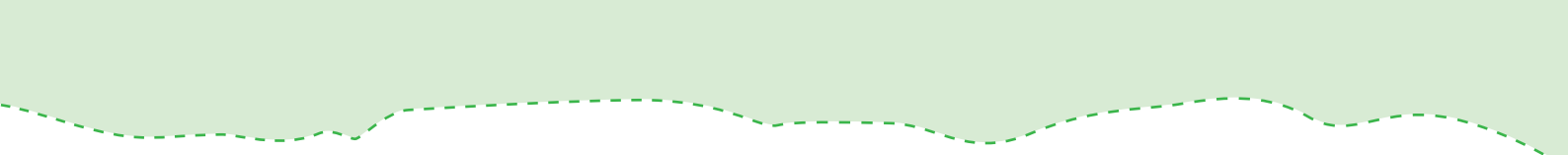


Gosford will provide an **equitable** living, working and playing environment, offering **opportunities** to pursue diverse interests and ambitions



Gosford will grow in a manner that recognises and reinforces the **best of Gosford living**





However, in order to provide the necessary strategic thinking and commitment across all levels of Government, community and business, the Draft Plans needs to integrate long term strategic planning outcomes, with infrastructure and funding. Competing interests between productive landscapes and environmental constraints need to be clarified through a hierarchy of assessment considerations and the ongoing planning for resilience across the Central Coast needs to be enforced.

Council supports the Plan, its vision and Goals, however seeks further inclusion of the following key messages:

1. The spatial structure should define role and function of centres in order to improve accessibility, sustainability, safety, social equity, cultural creativity and economics. A hierarchy will also provide the focus for the provision, consolidation and growth of housing, employment and social interaction across the LGA.
2. Principles that support a compact city model such as transit-oriented development, traditional neighbourhood development and liveable cities, to manage growth, foster social and community infrastructure, provide economic vitality and high-quality living need to be included in the Directions.
3. Review the Centre Hierarchy to reflect Council's Strategic directions.
4. Promote integration of housing, workplaces, shopping, recreation and community facilities, linked by movement networks and a level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus.
5. Provide clarity around density as a design tool to achieve a compact city with greater vibrancy, social cohesion, improved connectivity and public realm, and increased investment value. This would assist in the urban feasibility model outcomes
6. Develop centre catchment areas to ensure transitions from the suburban areas to the urban centres are defined through new typologies and density.
7. Reducing urban sprawl and the impacts of development by limiting boundaries, keeping centres compact and ensuring a more efficient use of urban infrastructure.
8. Defining a suburban/environmental edge and defining transitional uses to ensure careful stewardship of the environment.
9. Defining environmental protected areas and resource lands to ensure that urban development does not encroach.
10. Spatially identify new opportunities for future urban expansion and identification of utility provision required.
11. Explore innovation in our rural areas.



# 1.0 Key Messages

## Vision and Goals

The Vision for the Central Coast region is to protect the natural environment and capitalise on its productive lands and resources, highly accessible business locations, and attractive coastal lifestyle to achieve sustainable economic growth and liveable communities.

To achieve this Vision, the Regional Plan sets out four goals:

- Enhance community lifestyles and accelerate housing supply;
- Grow and diversify the regional economy;
- Sustain productive landscapes;
- Protect and manage the natural and cultural environment

## The vision needs to be forward looking

The Vision whilst reflective of the key issues raised by residents regarding future planning in the Community Strategic Plans doesn't articulate the dynamic nature of the Region, including a likely fast paced transition to a vibrant, economically sustainable region located between Sydney and Newcastle in what is the fastest growing corridor in NSW.

Planned major projects including the Central Coast Corridor, the Airport Warnervale, Gosford CBD Revitalisation and Warnervale Economic Corridor are key projects in the development of the Region. The Vision needs to respond to major development initiatives of Gosford and Wyong Council's..

The Vision for the region needs to set a forward looking goal where the aspirations of government, business and community can be captured and the issues faced by the region can be responded to. Key messages for the vision should include what type of region do we want to be in 20 years, how are we responding to resilience, opportunity and innovation in our planning and growth.

## Population growth

The projected population growth anticipates that 65% of growth will occur from outside of the region and be dominated by persons aged over 65 years, and by 2031, 85% of growth will be from outside the region.

These projections respond to the current change in attitudes to the coast and the increased pressure placed on Sydney residents to move outside of the region. The Coast with access to the northern Sydney suburbs, rail and road infrastructure and excellent lifestyle opportunities is simple option for many Sydney residents. The projections seem to be backward looking projections and realistically the projections seem low compared with the approvals and developments being lodged across the Central Coast. A revised population should be considered or the introduction of medium and high growth scenarios that are linked to major infrastructure projects and development commencements across the Coast

The CCRP reflects a historic migration of aged persons, which we believe will continue, however, as demonstrated in recent times younger families from Sydney are now realising the benefits of the area and we expect growth to families and the retention of younger people as part of the economic growth within Gosford LGA. Furthermore, due to the topography of the area, continued growth in the 65+ category has limitations due to the steep topography of the region and lack of public transport around the Coast.

The projected aged persons population growth needs to be supported by infrastructure, supported by age in place principles and supported by community facilities and services. Recent decisions by the State Government to remove key services from Woy Woy is contrary to how planning needs to be done here on the Central Coast, where local centres and provided with services that the elderly can access.

Growth in the 65+ category will occur to the north of Gosford LGA (i.e. Wyong or Lake Macquarie) where housing affordability for retirees and topography provide opportunities for aged care housing typologies. Future planning for the region needs to respond to the aged population, however, the future of this region needs to contain a balanced population which supports the younger demographics and encourages people to stay on the coast and raise families. Only through a strategy to retain the younger demographic will the coast create a sustainable future.

**1,980 new homes per year across the Central Coast**

**10,000 new dwelling in Gosford Centre**

**16,682 new lots in North Wyong Structure Plan**

**3,600 new residents in Warnervale Town centre**

## Housing Growth

The Housing supply required to accommodate the additional population is 39,600 new dwellings across the Central Coast.

The current Urban Feasibility Model for the Central Coast indicates that within current planning tools, 18,500 new dwellings are feasible. The Urban Feasibility Model indicates that within Gosford 36,536 potential new dwellings, only 36% are feasible (13,150 new dwellings) and within Wyong Council, only 6% of the potential 85,597 dwellings are feasible (i.e. 5135 new dwellings).

**In addition to the new dwelling target, the plan also identifies the following targets for the next 20 years:**

**1,980 new homes per year across the Central Coast**

**10,000 new dwelling in Gosford Centre**

**16,682 new lots in North Wyong Structure Plan**

**3,600 new residents in Warnervale Town centre**

The impact of the Urban Feasibility Model clearly recognises the impact of the current planning rules and the impact infrastructure servicing charges and biodiversity approvals on land development throughout the Central Coast. The adoption of flexible planning controls and reduced infrastructure charges to support growth in the Central Coast needs to be supported at all levels of Government if growth is to occur on the Coast.

The CCRP needs to ensure Actions that can be achieved and long term residential projects that aren't feasible due to contributions or environmental constraints are either prioritised as key urban development projects or are identified as medium to long term actions therefore enabling Council's to focus in the short term on outcomes that can be achieved.



## Housing Affordability

Housing diversity and affordability is one of the biggest issues facing the coast. Over the next 20 years the projected population growth will present challenges not only in terms of housing numbers but types and location of housing. The demographics indicate that 72% of the growth is aged single person households, which is an entirely different housing typology to the single dwelling house that dominates most of the urban footprint of the LGA.

The next 20 year plan period requires a rethinking of how housing is provided, not only in terms of location but typologies and price points. This will be a challenge across the Central Coast Region where single dwelling houses have become the norm and housing diversity and affordability are frowned upon by many residents.

Council would support initiatives to enable diversity in form and housing affordability throughout the area. Recent Draft Strategies from the Department of Planning concentrate on addressing this issue within the Sydney Region, however the Central Coast requires its own consideration given the localised issues affecting the Central Coast.

Housing affordability is also directly affected by the infrastructure and contribution costs imposed at all levels of Government. Other models for funding of infrastructure both hard and soft need to be considered to ensure that new development promotes affordability.


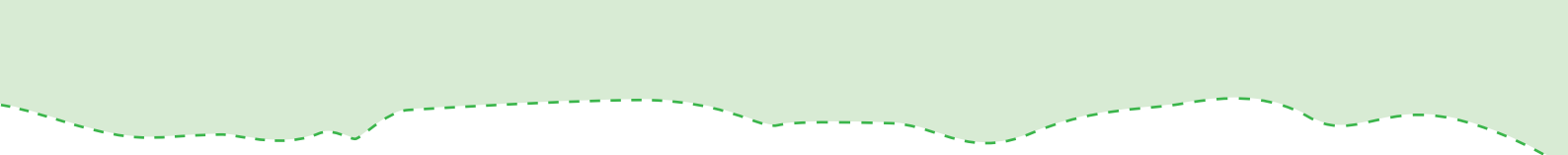
72% of the growth in the Central Coast will be aged single person households

## Economic Growth

Economic growth on the Coast is a key message raised by Community and Government at all levels. The CCRP correctly recognises that the Coast with its proximity to both Sydney and the Hunter has opportunities for economic growth and the creation of new jobs.

As identified by the Plan, a challenge facing Coast residents, is the daily commute and unemployment, both having significant issues on lifestyle on the Coast. In fact, almost a quarter of all working residents (30,400 people) commute outside the region each day for work. This migration out of the region has significant on flow impacts on the local community, and addressing this issue is a key message that the CCRP needs to enforce across all levels of Local Government.

The CCRP is silent on job creation targets which are a departure from the discussion paper. The identification of targets provides clarity to business and government and ensures on-going monitoring and performance measures against which government can be measured. In addition, unemployment on the coast is at 6.1% which is higher than the NSW average (5.9%). A key objective of the CCRP should be to retain young people on the coast and ensure that job opportunities retain our local knowledge rather than losing these skills to other regions in the State.



The CCRP identifies that future growth should be driven into Centres and Corridors. The Somersby to Erina Corridor is the priority location for future jobs, services and business growth within the Gosford LGA. In this corridor 28,000 people are employed representing 29% of jobs within the entire Central Coast. Gosford Council has embarked on the preparation of an Economic Development Strategy which outlines the framework of objectives to deliver long term economic development, prosperity and growth for the next 20 years. Council's Plan will support the growth of the economic corridor through the following strategic platforms:


Deliver core infrastructure, roads and key development;

- Effective partnerships with infrastructure and funding providers
- Attraction of capital investment
- Key strategic partnerships with Government and Private investors
- A commercial, cultural, tourism, technology and residential hub;
- Enhanced exposure to tourism, education, commerce and industry
- Protect current economic strengths, health, food production, retail etc.


There needs to be a regional approach to economic development across the Central Coast and Hunter Regions

\$10.8 billion Central Coast  
Gross Regional Product  
8% of NSW

\$38.5 billion Hunter  
Council's Gross Regional  
Product 25% of NSW

-  Regional City


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-  Major Centre


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-  Towns

---

-  Other Centre


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-  Heavy rail


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-  Motorway

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-  Major Motorway Interchange

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-  Regional Gateways

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-  Regional Economic Corridor


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-  Warnervale Wadalba Land Release Area

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-  Regional Connection


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-  Hospital

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-  University and Tertiary Education

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-  Urban Area


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-  National Park and Reserve


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-  State Forest

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-  Non-Urban Area

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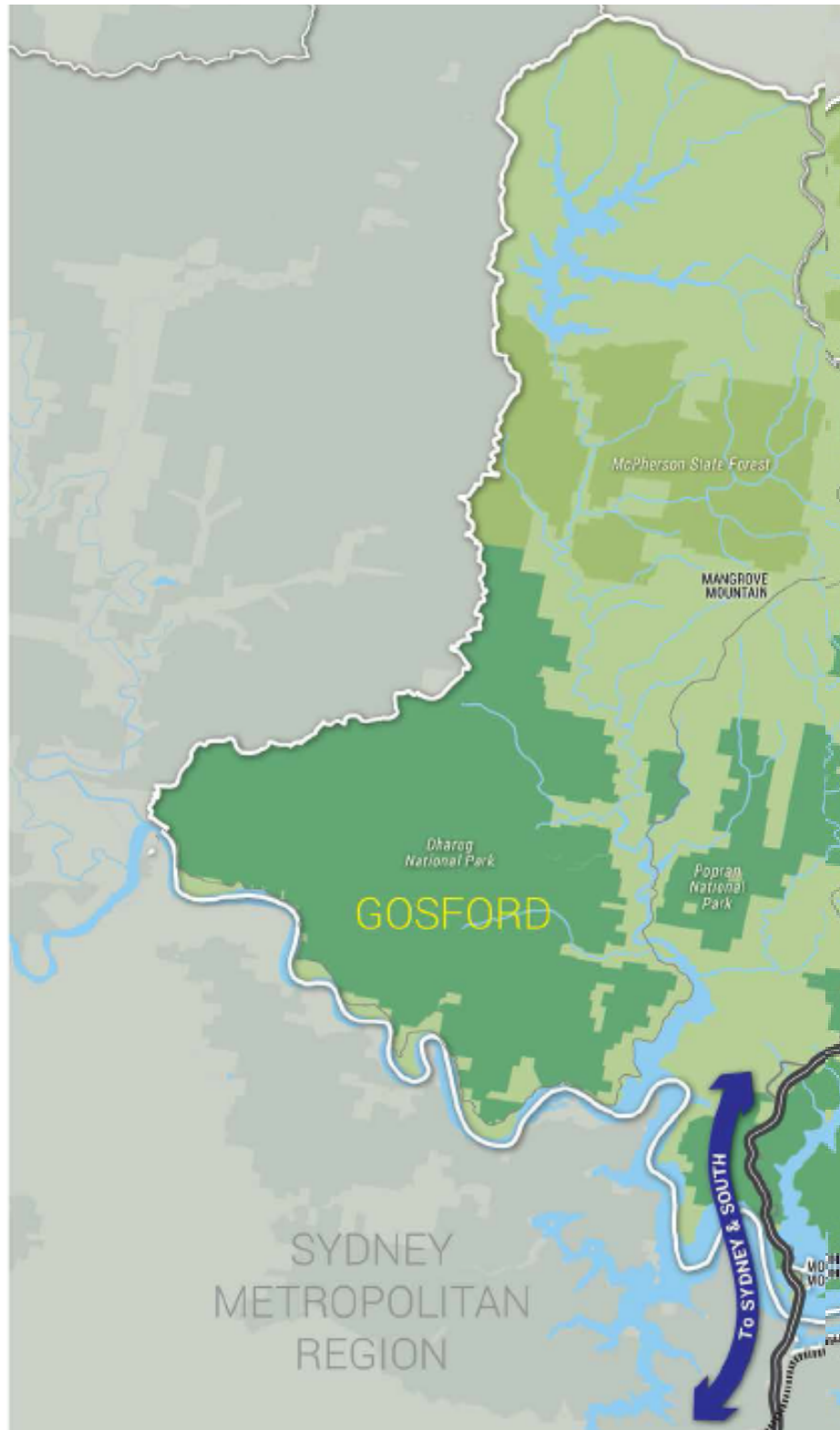
-  Waterway

### Gosford Council Comment

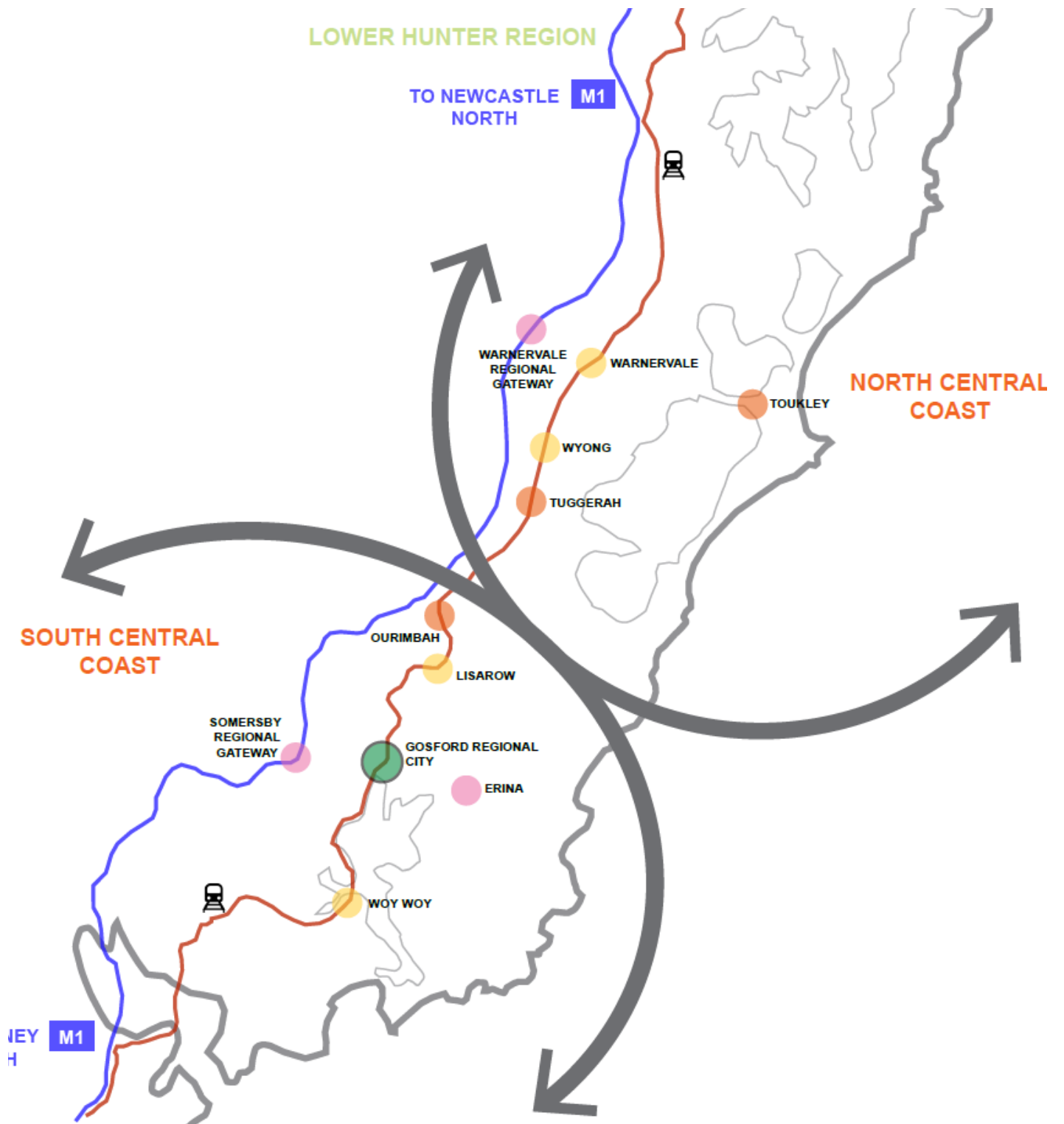
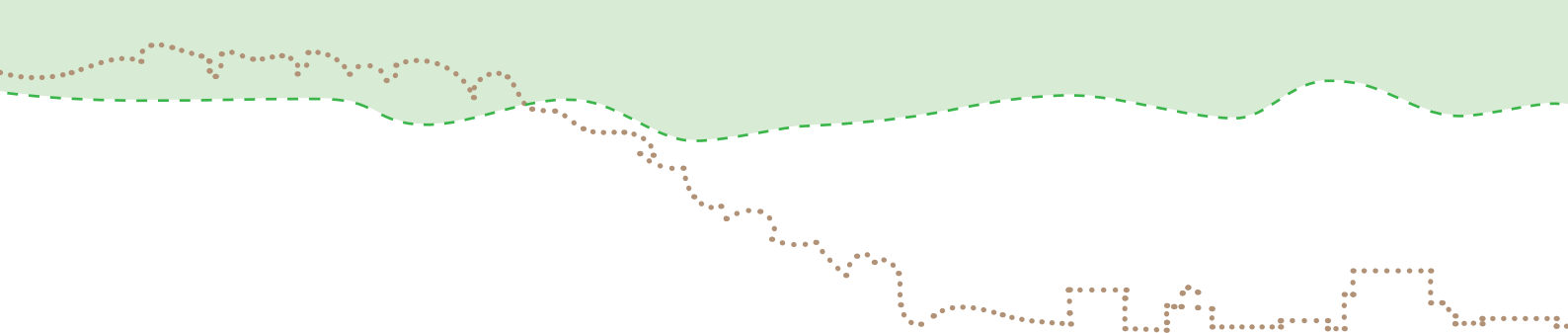
Make the identification of centres either (i) all the same or (ii) if a hierarchy is going to be even inferred by different sized/coloured dots – be consistent with Council’s adopted centres hierarchy.

A lot of area is identified as a shade of green that is listed as “Non-Urban Area” but parts of this area (EG Holgate & Matcham) are definitely not rural either – we would prefer them to be indicated (as we have done on our Growth Framework mapping) as existing living area.

Increase emphasise on the north/south rail corridor as a residential growth corridor









## Central Coast Region

There is no need for the CCRP to discuss the inclusion of sub-regions, however understanding the northern and southern parts of the Central Coast is key to defining the hierarchy, role and function of existing centres and their potential transformation through the life of the 20 year plan.

Those centres in the southern region are largely set and defined by existing zoned lands. The role and function of the major centres being Gosford, Erina and Woy Woy are clear and the rising influence of West Gosford as a employment centre forms part of the Southern Economic Corridor.

Ourimbah which lies currently in the Wyong Shire but is closely related to the southern regions due to proximity to Lisarow and the lifestyles areas of Matcham, Foutaindale, Glenning Valley has the potential to be a town centre that provides important social infrastructure as well as transport links via the rail (future fast train station). The development of Ourimbah as a town centre has been commenced by Wyong Shire Council and the continuation and development of Ourimbah as a town centre needs to be enforced in the CCRP.

In addition, the role and function of a future airport as currently planned for by Wyong Shire Council is key to the planning of the region and the northern Central Coast. A future airport with links to Warnervale will create in effect its own economic advantages for the northern part of the region. The role of a Wyong-Tuggerah Centre would increase as Warnervale and a future airport develops over the 20 years as this would provide greater opportunities for not only residents of the Central Coast but also the neighbouring Hunter Council's.

## Centres and Corridors

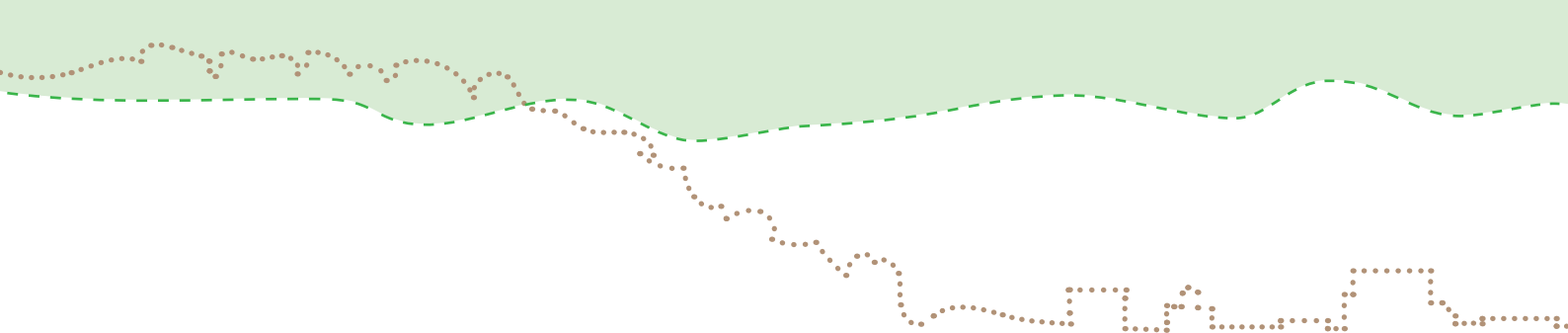
The intention for the Regional Plan and Council's Centres, Corridors and Community (Framework for Growth), is to encourage, manage and support population growth over the next 20 years in a manner that benefits the existing residents of the Gosford Council Area.

Change will be targeted and stimulated within strategic locations to create residential and employment growth in areas that provide services to large population catchments, have potential for public transport improvements and capacity within the GLEP 2014 to provide denser housing typologies.

Throughout the Central Coast Region, the larger centres are ideally placed to absorb and benefit from population growth, providing the appropriate foundation on which to encourage denser and diverse housing types, new employment activities and an array of community and social services that support the broader community. These centres include: Gosford, Erina, Tuggerah/Wyong, Woy Woy, Bateau Bay, The Entrance, Toukley, Lake Haven, Umina and Terrigal. Towards the end of the 20 year planning horizon Ourimbah will become a town centre in its own right.

Similarly, the identified growth corridors (Somersby to Erina and Tuggerah to Warnervale/Airport) reflect existing transport linkages between our centres and provide existing infrastructure and potential for growth in a manner that supports better physical, social and economic connections between our centres. Unfortunately, transport connections between the two corridors only reflect current road and rail. Opportunity exist to connect these major economic corridors with the Coastal Centres through light rail or Rapid Bus along the Central Coast Highway.

This 'Centres and Corridors' based approach to development planning is supported and is reflected in Council's own strategic planning. The CCRP doesn't state a Centre Hierarchy, nor does it state role and functions for Centres as these are best represented by local government in their own planning, however the Plan does suggest a hierarchy through its visual representations in particular the map on Page 10. This mapping needs to reflect the approach of the existing Council's in planning for these centres.



The Centres Hierarchy in the CCRP does not reflect the current status and functionality of our centres, but rather represents the potential that our existing GLEP 2014 provides for intensification and a higher-level of service provision. It represents an aspirational view for direction of growth to have the greatest benefit for the broader Local Government Area. Upgrades to the Centres Hierarchy include:

1. Amalgamating Gosford with West Gosford, East Gosford and North Gosford as a Regional Centre, providing the diversity and floor space necessary to deliver a centre befitting of Regional Centre status.
2. Upgrading current Town Centres of Woy Woy and Erina to Major Centres, reflecting the significance of the services they provide to their catchment areas and ensuring that they continue to provide the appropriate level of service.
3. Upgrading current Villages of Kincumber, Umina and Terrigal to Town Centres, given the significance of these centres' roles on the Peninsula and Coast respectively, to ensure service provision matches their residential catchment areas.
4. The Plan should consider the upgrading of key centres in Wyong to support centre growth (possible The Entrance or Lake Haven).
5. The Regional Plan should also identify Ourimbah as a potential future Major Centre should fast rail infrastructure be realised in the Plan. The identification of Ourimbah as a future centre (irrespective of plan period) provides direction to the region and enables local government to promote the rail corridor for growth and ensure that planning of centres along the corridor consider the hierarchy and don't conflict with long term strategic objectives for the rail corridor.
6. This strategy will provide clarification for a Centres' Hierarchy within the Gosford Council Area, including the intended role and function of each centre. The Centres Hierarchy will reflect the level of services and development density that each centre can provide in the future, in line with the existing GLEP 2014. Upgrading our expectations of some of our existing strategically located centres will help us to deliver the following key outcomes:
7. Economically diverse and high amenity environments that attract higher-order jobs, such as business-to-business services;
8. Coherent, compact and walkable centres that are accessible to all members of the community;
9. Population capacities that will support a strong public transport system and physical and social infrastructure that will continue to improve service delivery to local communities into the future.

## Gosford Council's Priority for Environmental Lands

1. Healthy Water Catchment and Ecosystems
2. Agriculture (food security)
3. Environment (scenic, tourism, cultural, recreation, heritage)
4. Mineral Resource Extraction

## Revitalisation and Renewal

The CCRP promotes the revitalisation of the centres so they become attractive places to live, work and visit and provide the services for the growing and changing population. Gosford Council has been actively supporting this concept through the Gosford CBD Revitalisation Project and our work with Future Cities Group. Council supports the actions to continue to promote Gosford and other centres. The CCRP lists several centres however, Erina Town centre, East Gosford, West Gosford and Kincumber Centre. It is also suggested that the Regional Plan clearly identify the need to create a Regional City through a combined West Gosford, East Gosford, North Gosford and Gosford CBD precincts.

Urban Renewal is a major issue for the Coast, in particular throughout existing urban areas within Gosford LGA. It is considered that the CCRP should identify key areas such as the Peninsula and Wyoming as key areas that would benefit from urban renewal strategies.

## Urban Resilience

The Regional Plan should clearly state the need for the Central Coast to plan for urban resilience as part of its strategy for future growth throughout the region. Our centres and urban areas are located along the coast, adjoining estuaries and located within heavily vegetated areas, over the next 20 years, the need to build capacity for greater resilience in our urbanised areas will require us to develop strategies for coping with the future shocks and stresses to our urban infrastructure systems associated with climate change. The next 20 years is the start of a conversation on ensuring that the framework for growth considers resilience as part of an urban strategy.

## Productive Landscapes

The CCRP identifies that the Coast's high value rural lands, extractive resources and water resources in the west of the region are a major contributor to the economy. The CCRP aims to sustain, grow and diversify the region's economy and these areas have potential to contribute to this outcome. Council supports the need to develop a strategy to manage land use impacts on existing primary industry and productive agriculture to secure the longer term future of this sector. In addition the Plan should also recognise innovation in planning that ensures the long term strategic value of the land and supports diversity in agricultural lands

## Extractive Resources

Gosford is identified as having regionally significant construction material resources and in 2010-2011; Gosford quarries produced 12 percent of the States total production of construction materials.

The need for construction resources is unlikely to reduce, in fact the apartment building and larger pipeline of infrastructure projects throughout NSW are expected to increase the need for construction resources over the short term forecast. Figure 8 (Central Coast Mining) shows a significant area of the region west of the M1 expressway as either an "Identified Mineral Resource" or "Potential Mineral Resource". This map has little acknowledgement of the dual roles of this area including its role as "high value rural land", drinking water catchment supply, agricultural land, green corridor and land that has high scenic value as part of the tourism of the area. Council prioritises its environmental lands as follows: 1. healthy water catchment and ecosystems; 2. agricultural (food security), 3. environment (scenic, tourism, cultural, recreation, heritage), 4. Mineral resource extraction

The downstream impacts of mining is a major concern for Gosford's water supply and water health. Stronger mechanisms would need to be put into place, such as thorough environmental impact assessments and more stringent recommendations to support decision makers when making assessment.



## Transport and Movement

The CCRP highlights the significance of permeability and accessibility within and between our centres especially the region's economic corridors. The CCRP also identifies supporting corridors including the Gosford to Ourimbah and the Gosford to Woy Woy corridors.

At a regional level transport policy has largely been about transport to and from the Central Coast (i.e. getting people to and from the Central Coast to Sydney for work), however, in order for the region to be sustainable, a local transport network that links major centres and communities throughout the central coast is a high priority to the future growth and economic prosperity of the region. Currently local bus networks, do not support a local public transport network and the increased dependency on car travel is congestion the roads and parking is dominating the public domain of our centres.

Without intervention in the short to medium term, major transport corridors such as Central Coast Highway, Wyong Road, Empire Bay Drive and Brisbane Water Drive will not be able to accommodate the increased population. A public transport solution is required for the central coast and State Government initiative to provide a viable transport solution is required. A future Transport Plan should map and identify delivery targets for infrastructure priority improvements that would be carried out through the life cycle of this plan. This would allow graphically to support growth within existing urban footprints at a local level that are being serviced by improvements to infrastructure by State Government. The mapping would also allow communities of the region to envisage Transport for NSW and Roads & Maritime Services plans where infrastructure would be placed in support of population growth and development.

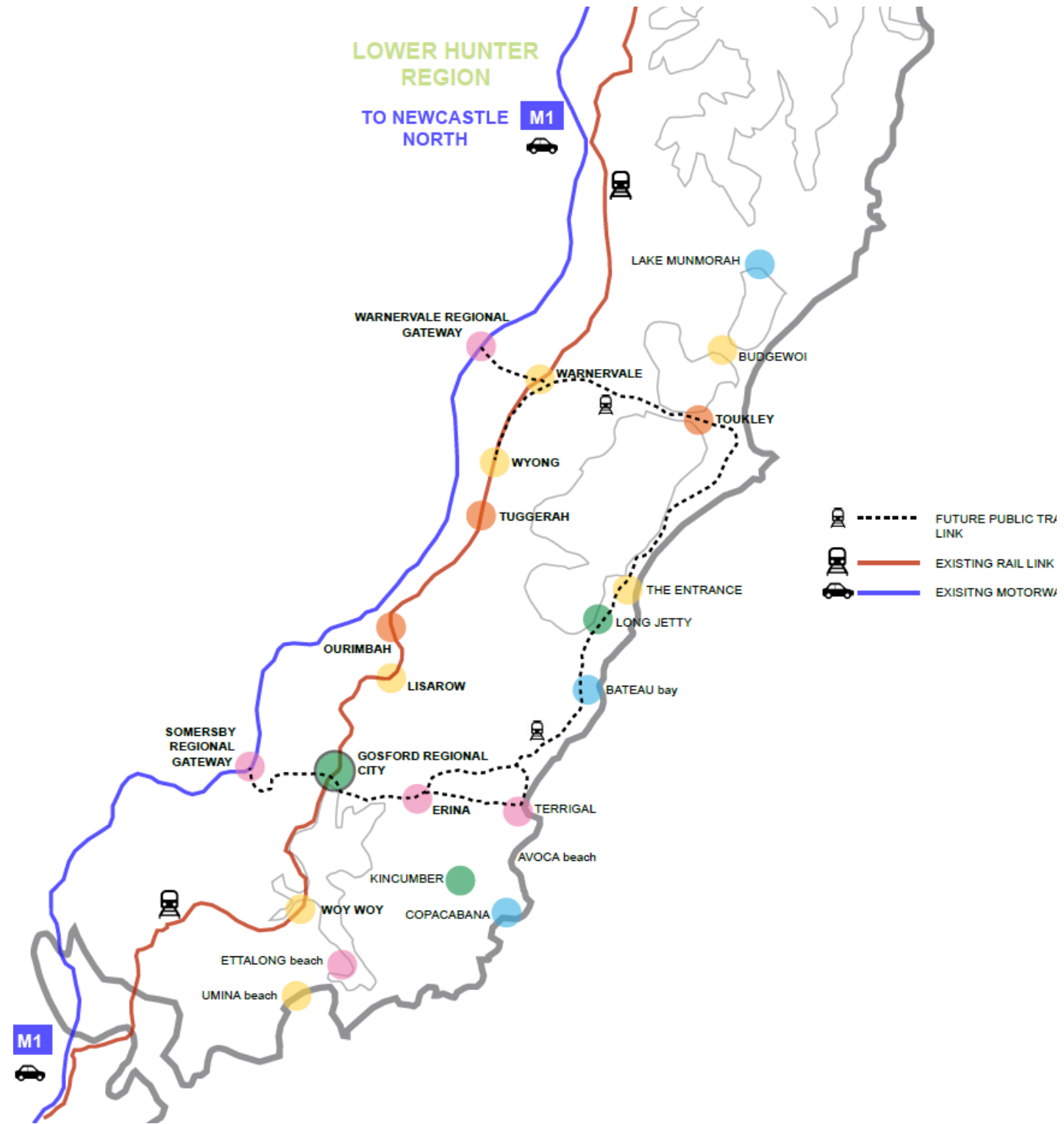
The development of the Sydney to Hunter Corridor requires significant investment in the rail infrastructure and efficiency in commuting people throughout the corridor. Current rail transport time frames are still constrained by stops located within the Sydney Region, whereas increased stops within the Central Coast and direct link straight to Central Station would improve commuting times and assist in promoting growth on the Coast. It is recommended that with projected growth anticipated along the rail corridor that the final regional plan upgrade Woy Woy from a town to a major centre. This should be further highlighted as indicated through the findings of the Urban Feasibility Model for the region, whereby residential flat buildings (RFB's) as opposed to multi dwelling housing are more suited to Gosford local government area. From an Urban Design perspective, Woy Woy as a centre has the capacity to accommodate such building typologies around its rail links in particular, supporting transit orientated development. This approach will result in a sustainable centre of employment and living opportunities connected to other key centres in the region as well as Sydney and Newcastle.

The development of any corridor requires infrastructure support and the development of a transit oriented development approach to the design and planning of the corridor, including a reconsideration of the road design to enable viable and efficient public transport intervention. It is recommended that any transport infrastructure proposed on the coast include streetscape and public domain upgrades to improve amenity and accessibility (walking and cycling). Further emphasis could also be placed on the benefits of transit orientated development in achieving improved transport on the coast.

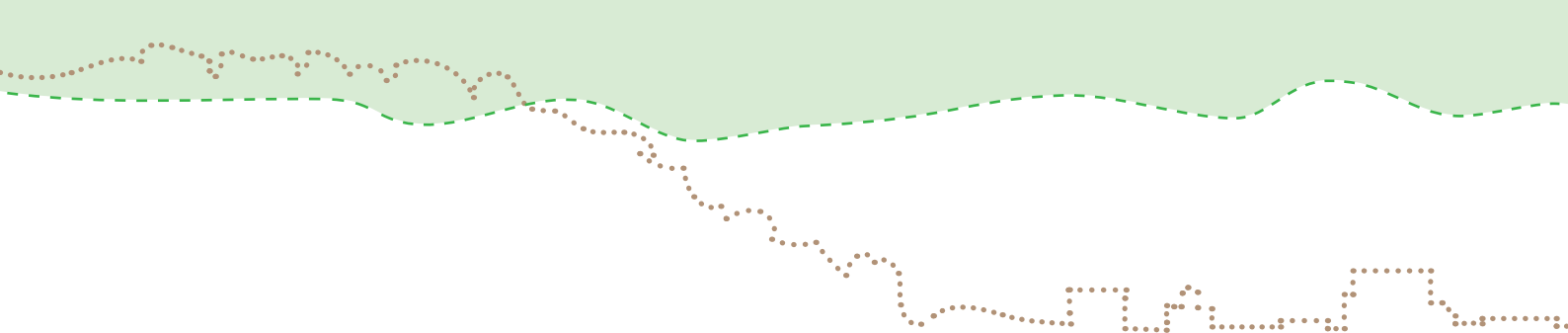
It is also recommend that the cycling networks planed and implemented by Gosford and Wyong Council's be identified in the Plan and where disconnect occurs, mechanisms be put into place to ensure a holistic approach to cycling networks throughout the coast.

# LOWER HUNTER REGION

TO NEWCASTLE NORTH



- FUTURE PUBLIC TR/ LINK
- EXISTING RAIL LINK
- EXISTING MOTORWAY



and importance in protecting environmental values throughout the Region.

### Rural Lifestyles

Gosford is identified as having regionally significant construction material resources and in 2010-2011; Gosford quarries produced 12 percent of the States total production of construction materials.

The need for construction resources is unlikely to reduce, in fact the apartment building and larger pipeline of infrastructure projects throughout NSW are expected to increase the need for construction resources over the short term forecast. Figure 8 (Central Coast Mining) shows a significant area of the region west of the M1 expressway as either an “Identified Mineral Resource” or “Potential Mineral Resource”. This map has little acknowledgement of the dual roles of this area including its role as “high value rural land”, drinking water catchment supply, green corridor and land that has high scenic value as part of the tourism of the area.

The downstream impacts of mining is a major concern for Gosford’s water supply and water health. Stronger mechanisms would need to be put into place, such as thorough environmental impact assessments and more stringent recommendations to support decision makers when making assessment.

### Natural Environment

50% of the Region is high value environmental land contributing to not only the scenic value of the Region but creates a network of environmental corridors that provide links and larger connections to the Great Dividing Range, the Hawkesbury, Ku-ring-gai National Park and the Watagans National Park. Council supports initiatives to protect the environmental values and ensure strategic planning and land use management are considered in the planning processes. Council also requests that the Coastal Open Space System be identified in the Regional Plan and that State Government recognise its value

The Vision and Goals are supportive of environmental protection - however the environment is being valued for its productive capacity (mining and agriculture) - this fails to acknowledge other eco-system services

### Heritage

Protecting heritage items and places is not only important in ensuring the regions identify and character is recognised it also provides an economic value through heritage tourism. The Regional Plan needs to ensure that historic buildings and areas that contribute to the character of the area in terms of recognising the history of the area and promoting tourism are protected through planning mechanisms and initiatives.

Aboriginal Heritage is also another avenue for improved recognition. The Central Coast Region has significant amounts of aboriginal heritage that needs to be mapped and managed to ensure that development of the Region recognises the value of Aboriginal Heritage.





## Mapping

The mapping and images within the CCRP do not reflect the spatial vision of Gosford Council. Key areas of concern relate to map depicting centre hierarchy as well as non-urban lands. Council as part of its framework for growth has acknowledged that previous centres within the region need to be reconsidered as major centres or town centres and Council through the Centres, Corridors and Communities Plan 2036 will provide clarity around our hierarchy of centres, including their role and function.

Council's Environmental Lands and Urban Edge Study (the study) is investigating the sustainable and efficient allocation of lands into the most appropriate zone for those lands that were deferred from the Gosford Local Environment Plan (GLEP) 2014. The study seeks to protect Gosford's significant environmental areas and encourage urban development in strategic locations. This will ensure optimal land use outcomes which balance the need to conserve our environment and address socio-economic aspirations for the region.

Any mapping within the Regional Plan showing land as "non-urban" not only departs from the directions of the State Government to undertake this project but also clearly is in conflict with the current use of the lands and the principles referred to in the Northern Council's Environmental Lands Review. The mapping across the entire document needs to be reviewed against Council's own mapping to ensure that the maps reflect Council information and the strategic direction of the Council.

## Governance

The introduction of governance to the draft CCRP is the biggest transformative concept of the Plan compared to past Regional Planning for the Region. The role of a single Council representative at the 'table' does not reflect the significant role a single council responsible for a state region has and the governance structure is silent on how the community or other representations can be made.

A key outcome of the Governance Framework is the development of an Implementation Plan to be inserted into the document at the time of finalisation. This is a positive outcome for the Central Coast Regional Plan and provides clarity and direction to all stakeholders. As part of the development of the Implementation Plan, Council would seek involvement in the development prior to release.

The Implementation Plan is the mechanism to ensure the delivery of infrastructure is funded and phased to match Council initiatives around population and employment growth and environmental protection.

The terms of reference of the Coordinating and Monitoring Committee needs to also be stated to ensure that Council as a single entity on the panel has the appropriate voice to ensure other agencies commit to much needed projects for the region.

The Actions in the Plan should be linked to outcomes that define what success looks like. Monitoring and reporting should report on the performance on implementing actions and the progress in achieving the desired outcomes.

## 2.0 Planning for the Future

Gosford Council has already started planning for the future and our Centres Corridors and Community (Framework for Growth) Plan 2036, is our implementation strategy of the Central Coast Regional Plan and framework for managed growth across the region.

Our Framework is a strategic response to what our community has told Council through the Gosford 2025 Community Strategic Plan. Our community has clearly stated their desire for future planning to reinforce the following patterns of living:

1. To embrace community well-being and promote a sense of place and vitality for all lifestyle choices
2. To ensure the environment is protected for future generations
3. To improve economic vitality and more employment opportunities on the coast
4. Cohesive partnerships between the government and private to respond to the needs of the community.

**We will deliver**

“Our community will be a vibrant, socially inclusive and innovative place which values its residents and visitors. Our economy will be diverse and robust linked by sustainable transport and communication networks. Our environment will be protected enhanced and sustained. Decisions made will consider the impact on current and future generations” *Community Vision*

### Centres, Corridors and Communities

The Framework looks to past fundamental strategic directions that have helped to form the fabric of society and the current spatial structure of Gosford. To drive change that is grounded in what our community has previously told us, the Framework will deliver on the following:

#### Centres and Corridor Hierarchy

The Framework will consider past Centre Hierarchy plans, and review the role and function of each Centre. This will define the spatial urban pattern for growth through a Centres and Corridor based planning approach. Section 5.0 Centres Hierarchy, demonstrates the required amendments to the existing strategy.

#### Housing

The Framework will consider innovative strategies that bring greater regulation and certainty to supply and demand of different types of housing stock, including timing and flexibility in controls and planning requirements. Affordable housing needs to be considered holistically, by private and public service providers, for successful development and delivery.

Potential expansion of the urban growth limits will be addressed in the Framework. A clearly defined urban growth boundary will provide certainty for the development industry and the community, as well as planning for future infrastructure and utility needs. Well planned growth will allow Gosford to maintain its unique environmental assets, including the Coastal Open Space System.



## Economic Development

The Framework will recognise the economic and employment opportunities of Gosford and provide the necessary platform within which economic development can occur. Council has a separate Economic Strategy which will feed into the Framework and provide guidance on how spatial planning, traditional land use planning and the development of principles and actions can support economic growth.

## Movement

Fundamental to the Framework will be the movement network (vehicle, pedestrian, cycle, bus, rail). The Framework will recognise the existing difficulties that face movement as a result of the dispersed settlement patterns across the LGA. We recognise that we are dependent on car travel and that transport change is required to deliver a more sustainable region and communities. The Framework will consider public transport as an enabler for growth in centres and consider new opportunities for public transport in the LGA (including water-based transport, park and ride facilities, changes to parking policies, priority bus services, express bus services, and reduced centre commuter parking).

## Infrastructure Strategy

The nexus between growth planning and infrastructure planning is not evident in current practice at Council, however the Framework proposes to clearly address the connectivity between infrastructure management and planning with the long term strategic needs of a growing community.

The Framework will not only address hard infrastructure but will consider social and green infrastructure, including funding and levy mechanisms required to be provided to pay for future infrastructure needs, particularly those key centres and growth areas affected by climate change.

## Environment

The Framework must ensure that a balance is set between the urban growth and the protection of the environment and support each other through evidence-based planning and research. The Framework should consider legislation surrounding the assessment and management of natural hazards and provide flexibility in planning controls to enable innovation in the private sector to address climate change.

The delineation between urban, rural and environmental will inform future strategic directions that will ensure the protection and sustainability of natural resource lands, whilst allowing innovative land uses and economic growth and respecting environmental values.

## Implementation

Growth outcomes identified in the Framework should be realistic in terms of the time frame and the undertaking of planning and delivery. Over-ambitious time frames for projects results in non-achievement of goals with a resultant back log of projects and a community cynicism toward the Framework itself.

The Framework needs to ensure “buy-in” support from all stakeholders if the plan is necessary to ensure that a coordinated approach to achieving growth outcomes is achieved. The Framework identifies future Implementation Actions for future physical, social, environmental and infrastructure planning that will inform Council’s Delivery Program.

## Framework Making

The Framework will review past planning strategies to ensure that the existing suite of plans, strategies and policies reflect the priority of the Council and the community. This validation process will ensure that Council’s planning library is informing the Framework and will identify where required implementation of past strategies and plans can occur to reflect the current priority of the Council and the Community.



## 3.0 Gosford's Framework for Growth

The Central Coast Region is expected to grow significantly over the next 25 years, with the population of the region increasing from 322,650 persons in 2012 to 409,450 persons in 2036 based on the NSW Planning and Environment's recent figures. This means as many as 70,000 new residents on the Central Coast needing new homes and jobs. It is estimated that 39,600 new dwellings will need to be built to meet the projected population growth, which is well above the rate of new housing being delivered in this region.

New population growth is being driven by:

- Local population growth (35% of annual growth by 2036) as well as people moving into the area (64% of annual growth by 2036)
- The attraction of liveable communities and lifestyle
- New residents attracted to the Central Coast by relatively affordable housing
- Proximity to Sydney and Newcastle metropolitan areas
- Changes in demographics – ageing population, increasing life expectancy and young people leaving home.

The NSW Department of Planning and Environment's Central Coast Regional Plan will inform a strategic policy direction for growth across the Central Coast Region.

Gosford City Council now has the opportunity through the process of finalising the Framework to significantly influence how population growth, housing, employment growth and infrastructure will be distributed under this Framework for the Region.

We now have the opportunity to identify and direct the proportion of the anticipated Regional growth that we believe would deliver the greatest benefit to our existing community.

**Current take up of dwellings in Centres**

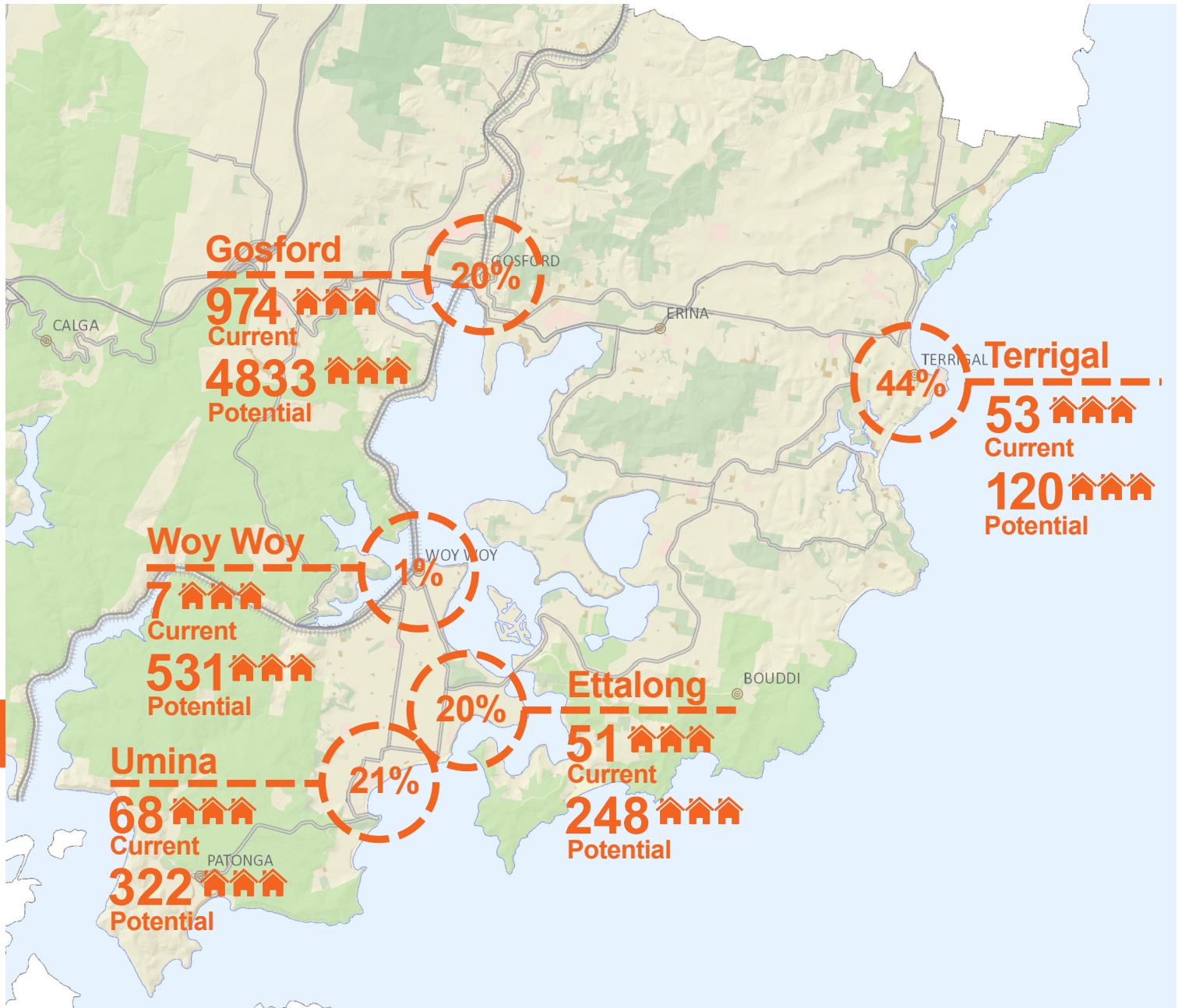


Diagram represents the opportunity to increase the number of dwellings within the Core Centres



## 3.1 Growth Scenarios

Following the NSW Government's directions for the Central Coast Region, Gosford City Council has undertaken Growth Scenario testing. Four Growth Scenarios were explored to ascertain the population forecast that would be achievable within a 20 year plan period and best enable us to instigate best-practice urban and spatial planning.

The population forecast in the draft CCRP do not reflect the development and investment interest into the Region. The population forecasts by the Department are based on past growth, which doesn't reflect the direction of Gosford or Wyong Council's. The Central Coast is a dynamic area and growth is being accelerated by limited housing supply and affordability in the Sydney Region, this is not expected to change in the 20 year period and the future projections must consider this.

In addition the Central Coast is a single region linking Sydney and Newcastle (Australia's Next Major City), this corridor will generate further growth in population.

Within the Gosford LGA, Scenario 2 reflects an overall population growth envisaged by the existing Gosford Local Environmental Plan 2014. This option we believe promotes the Goals of the Regional Strategy and achieves the necessary population targets. It is noted that in order to achieve this flexibility in planning needs to be facilitated.

Council also suggest that a high growth scenario needs to be considered by the draft CCRP should major infrastructure be provided by the State Government that triggers increased growth beyond the currently planned projects of Gosford or Wyong Council's.

01 Growth is capped at 169,000 people as per Council's resolution of 27 May 2003

02 The Current Trends Scenario is based on a continuation of the low growth the LGA has encountered over the last 10 years (less than 1% per annum)

03 The Centres and Corridors Scenario directs development to revitalise Centres and Neighbourhoods, supported by an improved transport network whilst preserving the natural environment

04 The Escalated Growth Scenario is a departure from the current LEP capacity. The high Growth Scenario is based on development triggers, primarily related to major infrastructure or major policy changes that would drive growth into the Central Coast

## Negative Growth Scenario



## Current Trends Scenario



## Centres and Corridors Scenario



## Escalated Growth Scenario



## 3.2 Goals for Gosford Region

The Centres and Corridors Growth Scenario reflects the current capacity within the Gosford Local Environment Plan 2014 provisions, accommodating opportunity for an increase in population of around 50,000 based on an uptake rate of 70%. Whilst it is unlikely to fully realise this target uptake within 20 years, this scenario represents an aim to increase the yearly growth rate in order to have positive effects housing affordability and employment opportunities, and to elicit additional state government funding for necessary supporting infrastructure.

This preferred Growth Scenario can stimulate revitalisation within key centres, improve the viability of public transport, increase access to community and education services and facilities. A similar level of growth in employment would be required to sustain the population growth so that commuting levels and youth unemployment will not be exacerbated.

Long term planning will be managed to protect Gosford's unique character and environment. This will ensure a balanced integration of environmental, economic and social considerations is at the core of planning for increasing jobs, housing and infrastructure.

The Central Coast Regional Plan should support a growth scenario for the Gosford LGA that promote Centre and Corridor Planning principles.

The Central Coast Regional Plan should also identify a higher growth scenario that triggers major infrastructure provision as the Central Coast Grows. Given the current pressure on the central coast to provide development and the high liveability of the area, it is envisaged that the Central Coast will surpass the growth scenarios of the Regional Plan and appropriate triggers need to be considered as part of the long term planning.



### Places

Lively, vibrant, active, liveable, 24-hour, community focused, inclusive, safe, diverse, unique to Gosford



### Environment

healthy, green, active, connected, clean, valued, protected, managed, accessible, resilient



### Lifestyle

choices, active, culture, jobs, accessible, walkable, personal development



### Infrastructure

connected, upgraded, smart, safe, accessible, viable

Four planning Pillars, with people at their core, have been developed to ensure that the Framework delivers project-specific outcomes that cover the breadth of priorities our community has identified. Key objectives that identify the strategic direction of these Pillars have also been developed. It is requested that Council endorse the Pillars and their directives as a Strategic Planning Tool for process to implementation.

### The Four Pillars



Gosford will grow in a manner that recognises and reinforces the best of Gosford living. Our places will remain community-focused and be supported by accessible public spaces and active urban centres where families, businesses and neighbourhoods will thrive.

Places



Gosford will be a smart, green city that celebrates our natural heritage and healthy environment. Our built environment will be planned and managed to protect our natural assets and respond to environmental pressures.

Environment



Gosford will provide an equitable living, working and playing environment, offering opportunities to pursue diverse interests and ambitions. Our lifestyle will be enriched through greater access to jobs, improved health and well being and more time for leisure, family and community life.

Lifestyle



Gosford will better connect its infrastructure systems within the Region to support Centres growth. Our infrastructure will pro-actively respond to growth, upgrading and innovating for future lifestyle changes.

Infrastructure



## 3.3 Centres and Corridors

The intention for the Framework is to encourage, manage and support population growth over the next 20 years in a manner that benefits the existing residents of the Gosford Council Area. Change will be targeted and stimulated within strategic locations to create residential and employment growth in areas that provide services to large population catchments, have potential for public transport improvements and capacity within the GLEP 2014 to provide denser housing typologies.

Our larger centres are ideally placed to absorb and benefit from population growth, providing the appropriate foundation on which to encourage denser and diverse housing types, new employment activities and an array of community and social services that support the broader community. Similarly, growth corridors reflect existing transport linkages between our centres and provide existing infrastructure and potential for growth in a manner that supports better physical, social and economic connections between our centres.

Our framework for growth considers two primary corridors being: The Central Coast Highway Corridor and the Railway Corridor.

The Central Coast Highway Corridor is supported by the Somersby Industrial Area, West Gosford Business Industrial Area, Gosford CBD, East Gosford, Erina Town Centre. This corridor employs more than 30% of the central coast residents and is a valuable economic corridor that should be supported with population growth, improved connectivity and infrastructure provision.

The Rail corridor is an opportunity for population growth along several smaller centres and the major centres of Gosford CBD and Woy Woy. Increased growth along this corridor will support the rail infrastructure, promote improved rail transport, support localised bus networks as well as localised pedestrian and cycling networks around the train stations.

Both corridors within the Spatial Vision will support the future growth of the central coast, enable council to consider alternative housing typologies, promote diversity and affordability in housing and generate economic interest in local centres, business hubs and the major centres.

The spatial vision of centres and corridors enables Council to support growth in areas where infrastructure has the capacity and increased density can provide for improved public infrastructure.

Council supports the fact that the Central Coast Regional Plan has not adopted precinct or sub regional districts. The development of sub regions in the Plan would not assist in Council's preparing long term strategic projects, or prioritising infrastructure projects.

A single region approach  
is supported

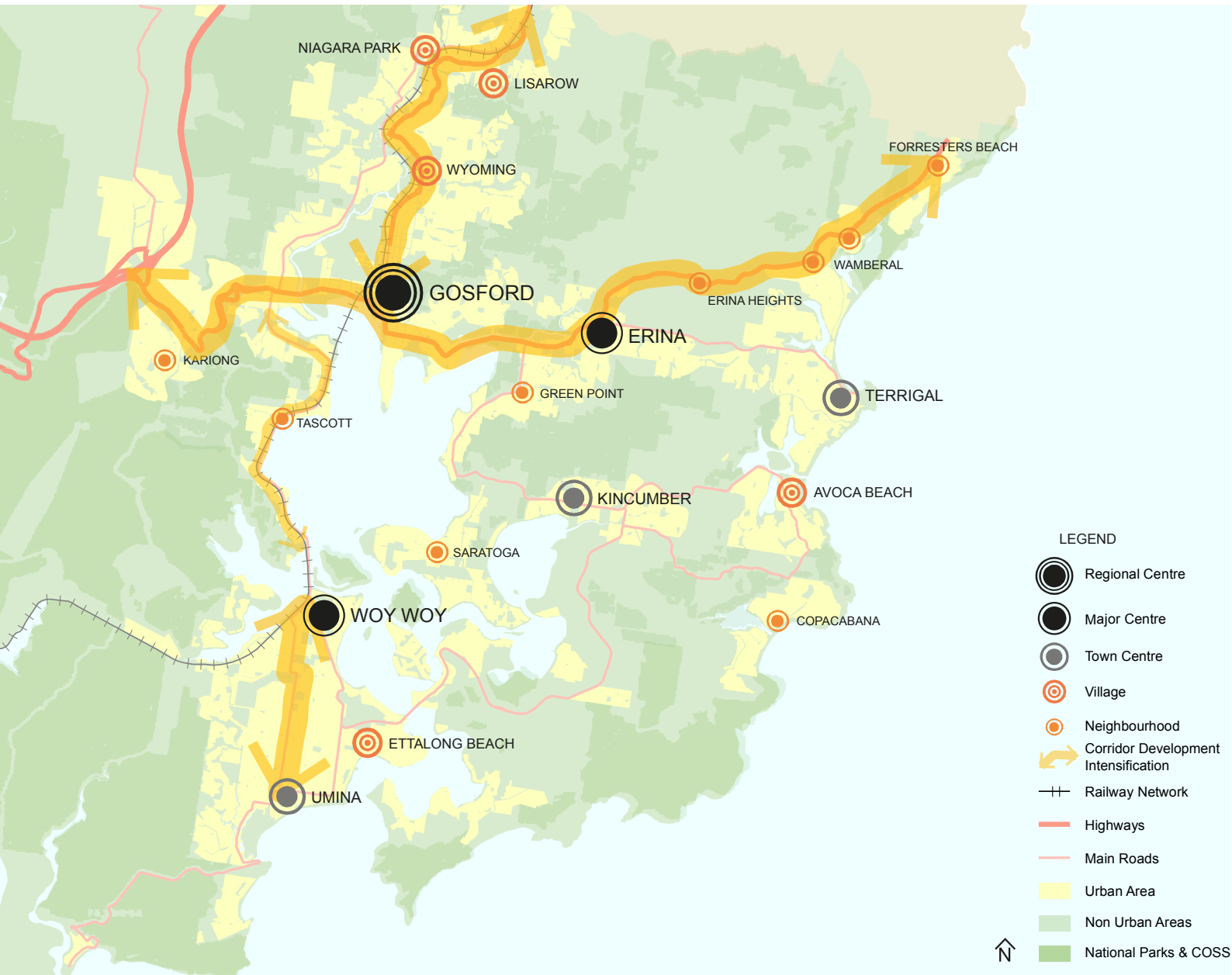


Diagram representing the pattern of growth along Corridors



## 3.4 Centres Hierarchy

The Framework will provide clarification for a Centres' Hierarchy within the Gosford Council Area, including the intended role and function of each centre. The Centres Hierarchy will reflect the level of services and development density that each centre can provide in the future, in line with the existing GLEP 2014.

Upgrading our expectations of some of our existing strategically located centres will help us to deliver the following key outcomes:

1. Economically diverse and high amenity environments that attract higher-order jobs, such as business-to-business services;
2. Coherent, compact and walkable centres that are accessible to all members of the community;
3. Population capacities that will support a strong public transport system and physical and social infrastructure that will continue to improve service delivery to local communities into the future.

The upgraded Centres Hierarchy does not reflect the current status and functionality of our centres, but rather represents the potential that our existing GLEP 2014 provides for intensification and a higher-level of service provision. It represents an aspirational view for direction of growth to have the greatest benefit for the broader Local Government Area. Upgrades to the Centres Hierarchy include:

1. Consolidating Gosford with West Gosford, East Gosford and North Gosford as a Regional Centre, providing the diversity and floor space necessary to deliver a centre befitting of Regional Centre status.
2. Upgrading current Town Centre of Woy Woy to Major Centre, reflecting the significance of the services they provide to their catchment areas and ensuring that they continue to provide the appropriate level of service.
3. Upgrading current Villages of Kincumber, Umina and Terrigal to Town Centres, given the significance of these centres' roles on the Peninsula and Coast respectively, to ensure service provision matches their residential catchment areas.

"Woy Woy should be a Major Centre -  
like Erina, Wyong and Tuggerah"

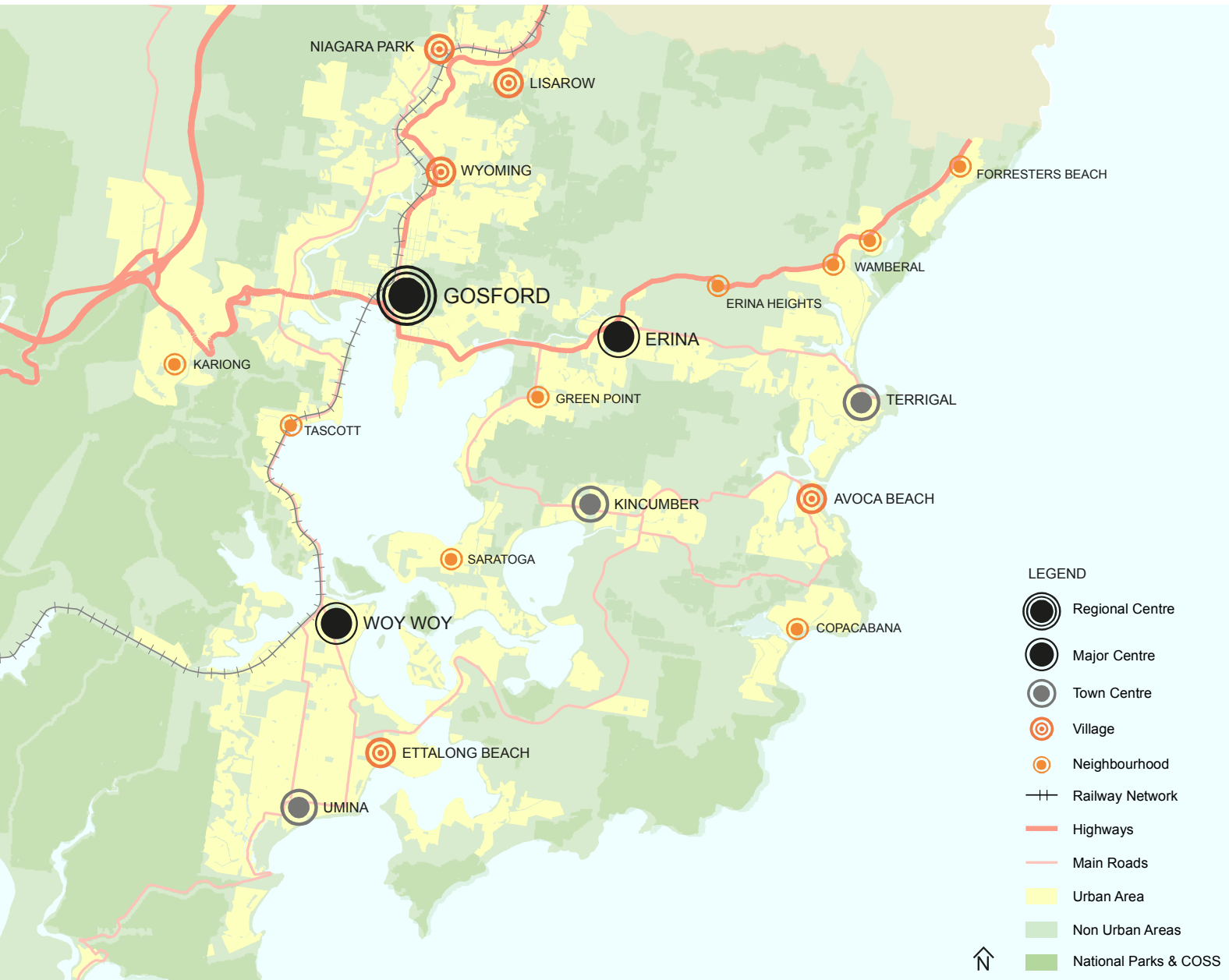


Diagram representing the hierarchy of Centres



# 4.0 Draft Regional Plan Comments

## Vision:

To protect the natural environment and to capitalise on its productive lands and resources, highly accessible business locations, and attractive coastal lifestyle to achieve sustainable economic growth and liveable communities

The Vision doesn't articulate the dynamic nature of the Region, including a likely fast paced transition to a vibrant, economically sustainable region located between Sydney and Newcastle in what is the fastest growing corridor in NSW.

Planned major projects including the Central Coast Corridor, the Airport Warnervale, Gosford CBD Revitalisation and Warnervale Economic Corridor are key projects in the development of the Region. The Vision needs to respond to major development initiatives of Gosford and Wyong Council's..

The visioning promotes the protection of the natural environment, its productive lands and resources while supporting investment, business opportunities, growth and needed infrastructure to support sustainable growth and development. However the Goals that achieve the Vision only value the environment for its productive capacity (mining and agriculture) - this fails to acknowledge other ecosystem services.

The Vision needs to be forward looking and Council's recently developed planning pillars (places, environment, lifestyle and infrastructure) could provide a way forward to define a vision where the aspirations of government, business and community can be captured and the issues faced by the region can be responded to.

Key messages for the vision should include what type of region do we want to be in 20 years, how are we responding to resilience, opportunity and innovation in our planning and growth.

## Goal 1

Enhance community lifestyle and accelerate housing supply

### Direction 1.1

Create great places to live

#### Action 1.1.1

**‘Protect scenic amenity and character’ – The NSW Government will support local initiatives to protect the scenic values, amenity and character of the local areas.**

**Gosford will grow in a manner that recognises and reinforces the best of Gosford living. Our places will remain community-focused and be supported by accessible public spaces and active urban centres where families, businesses and neighbourhoods will thrive.**

The Coastal Open Space System (COSS) needs to be reflected in the maps and spatial strategy for the Central Coast. The opportunity to create a zoning that acknowledges the COSS lands should be an Action arising from the Plan.

Gosford Council's Environmental Lands and Urban Edge Study (the study) is investigating the sustainable and efficient allocation of lands into the most appropriate zone for those lands that were deferred from the Gosford Local Environment Plan (GLEP) 2014. The Study responds to past request by the State Government to review land for the purposes of environmental value and potential urban development. The study seeks to protect Gosford's significant environmental areas and encourage urban development in strategic locations. This will ensure optimal land use outcomes which balance the need to conserve our environment and address socio-economic aspirations for the region.

The aims of the study are twofold. Firstly, to identify those lands that have high environmental value for conservation and to retain open spaces as green wedges between urban areas. Secondly, to identify strategic areas suitable for development across the “urban edge” and consolidate urban growth within higher order centres and transit corridors where infrastructure and services are accessible. Action 1.1 needs to respond to the study and ensure the planning process implements the Study.

#### Action 1.1.2

**Plan for Integrated and well connected open space, sporting and recreation opportunities**

The Plan aims to create recreational opportunities and encourage an active lifestyle for a growing population and demographic diversity. Sporting activities are currently limited due to demand for sports grounds that cannot accommodate the number of sporting groups wishing to use them. The Central Coast will require support from the NSW Government to be able to accommodate growing demand for open space for sporting activities.

The Plan identifies Central Coast Stadium as a regional scale sporting facility. Opportunities for local regional and state wide events are limited at this facility. The Region requires support from the state government to develop sporting facilities such as Adcock Park to support regional community sporting events.



**Action 1.1.3**

**Investigate Integrated connected open space, sporting and recreation opportunities**

Some bushland and foreshore lands have values that may be negatively impacted by walking and cycling infrastructure. Foreshore and bushland areas should not be used for increased development if it negatively impacts on their ecological values as the plan states that this is the attraction of the coast and bushlands.

The NSW Government should support Council to develop and implement open space and recreation strategies which identify a range of accessible open space recreation opportunities; optimise regionally significant areas; and integrate open space networks with population growth.

**Action 1.1.4**

**Prepare guidelines for a safe, inclusive, healthy and enjoyable built environment**

The benefits of a healthy community start with designing for healthy built environments. This action should have clear goals for walkability in centre development, new greenfield projects, and improved walkability around transport hubs (rail stations and major bus interchanges).

This action also needs to support ensuring changed attitudes to transport and car parking. Moving away from a car dependent region is part of the journey to a healthier region. This action should strengthen sustainable design guidelines in our built form and recreational networks to assist in developing healthy lifestyles and providing opportunities for disadvantaged children.

**Direction 1.2**

**Grow and enhance liveable local centres**

**Action 1.2.1**

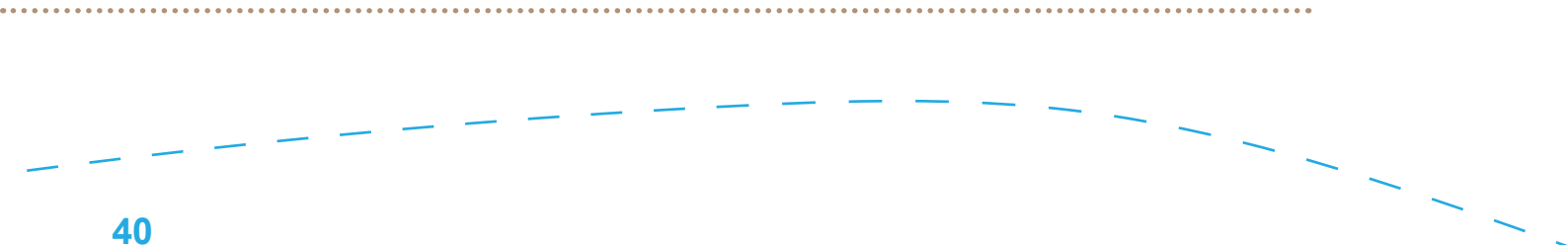
**Prepare local plans for vibrant, liveable local centres**

The action is fundamental to the work being undertaken by Council and part of Council's Lifestyle and Places Pillars. Council is currently undertaking work on the Gosford CBD which is supported by the Draft CCRP. However, the Plan in addition to the current centres identified should recognise the need for local strategies to be in place for all centres along the Southern Economic Corridor (i.e. West Gosford, East Gosford and Erina).

**Action 1.2.2**

**Support development by directing investment to centres that will grow and change**

The challenge is the Draft CCRP does not demonstrate enough direction in how business and investment can be supported in centres across the Region. Gosford Council's Framework for Growth promotes the revitalisation of centres in order to promote them as vibrant and liveable places. This approach provides the basis upon which centre development can be promoted to ensure long term economic development and job creation.



**Direction 1.3**  
Create connected and accessible communities and centres

At a regional level transport policy has largely been about transport to and from the Central Coast (i.e. getting people to and from the Central Coast to Sydney for work), however, in order for the region to be sustainable, a local transport network that links major centres and communities throughout the central coast is a high priority to the future growth and economic prosperity of the region. Currently local bus networks, do not support a local public transport network and the increased dependency on car travel is congestion the roads and parking is dominating the public domain of our centres.

**Action 1.3.1**

**Facilitate accessible centres and communities**

Without intervention in the short to medium term, major transport corridors such as Central Coast Highway, Wyong Road, Empire Bay Drive and Brisbane Water Drive will not be able to accommodate the increased population. A public transport solution is required for the central coast and State Government initiative to provide a viable transport solution is required. A future Transport Plan should map and identify delivery targets for infrastructure priority improvements that would be carried out through the life cycle of this plan. This would allow graphically to support growth within existing urban footprints at a local level that are being serviced by improvements to infrastructure by State Government. The mapping would also allow communities of the region to envisage Transport for NSW and Roads & Maritime Services plans where infrastructure would be placed in support of population growth and development.

It is recommended that with projected growth anticipated along the rail corridor that the final regional plan upgrade Woy Woy from a town to a major centre. From an Urban Design perspective, Woy Woy as a centre has the capacity to accommodate such building typologies around its rail links in particular, supporting transit orientated development. This approach will result in a sustainable centre of employment and living opportunities connected to other key centres in the region as well as Sydney and Newcastle.

**Direction 1.4**  
Accelerate housing supply

The delivery of housing and population growth is highly dependent on the feasibility of development across the Region. Across both Council's the Urban Feasibility Model indicates that development is not feasible with only a small percentage of the growth required being able to be delivered within the current planning and funding models. The ability for Council's to provide the necessary housing will require Council's being able to amend the current planning framework to allow for flexible, innovative approaches to housing and funding mechanisms to ensure that housing can be delivered.

To accelerate housing supply the Draft CCRP places emphasis on investigation housing potential in the economic centres and corridors. We should take this initiative to the next level by investigating introducing mixed use into traditional single use areas to both stimulate housing supply but also housing choice and help the creation of vibrant and active centres. West Gosford and Erina Business Areas are examples where this can be achieved.. A structure plan approach to these areas will allow for identification and planned delivery of necessary new or improved infrastructure.



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**Action 1.4.1**

**Coordinate infrastructure delivery to support the timely and efficient delivery of housing**

Through cycles of the various local level Delivery Plans emphasis should also be placed on collaboration of NSW Government and Council where opportunities arise to coordinate local and state projects and to join resources where there is a significant benefit to the region. This would allow for completion or initiation of projects simultaneously such as road or cycleway projects. Given Gosford's topographical terrain shared path ways allowing should be utilised along rail corridors supporting additional efficiency for accessibility between our centres and corridors. Thus, supporting collaborations between service providers to achieve desired outcomes for the community. Out of sequence project development including priority infrastructure provision needs to be considered to ensure that new projects can commence inside the time frames.

**Action 1.4.2**

**Monitor land and housing delivery**

A mechanism to ensure that monitoring and reporting on development needs to be integrated into Council's Integrated Planning and Reporting Processes with clear lines of sight between project development and funding and the Community Strategic Vision.

**Direction 1.5**

**Improve Housing Choice (infill)**

The draft CCRP proposes creating greater housing supply and diversity around Gosford City Centre, Somersby to Erina and also identifies Terrigal, Woy Woy, Umina and Ettalong as centres identified with potential for additional infill housing. At a local level and in particular the periphery existing land uses in West Gosford could be amended to support additional infill housing along the Central Coast Highway (economic corridor). This could support further the mixes of uses within corridors between centres and should include residential uses in such areas. This also maximises housing diversity and choice within existing development footprints supporting Direction 1.4 and consistent with Action 1.3.1 and Action 1.2.1. Again, given the geographical location of Woy Woy it is recommended to reflect the centre as a major centre at the state and regional scale.

**Action 1.5.1**

**Support delivery of greater housing choice in and near centres with existing services**

As noted above there needs to be a clear legible process moving forward to ensure at a local level the transfer down of permissible land uses that support this action. Current LEP provisions in Erina or West Gosford for example would not permit residential uses in existing zonings and would require a land use to identify permissibility issues uses that contradict the above action. Therefore to allow this direction to carry forward in a timely manner it would be recommended for the State Government and the Department of Planning to identify a clear process for LEP amendments particularly as we are in the process of Council amalgamations.

Infill housing identified for Woy Woy justifies again the need and capacity as a major centres supporting Gosford as a regional city and supporting of services to community and residents in the southern portion of the region.

# Centres, Corridors and Communities

Central Coast  
Growth Strategy  
**2016-2036**





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## Goal 2

Grow and diversify the regional economy

### Direction 2.1

Support the 21st century needs of business

#### Action 2.1.1

Facilitate a local planning framework that supports business

#### Action 2.1.2

Support the business development needs of industry

The idea of a 'clustering economic' activity resulting in an urban outcome that benefits a centre and its community to revitalise and grow our centres is supported. At a local level Councils would be required to review its land use zonings in centres to ensure alignment to allow active centres to evolve particularly in Gosford City Centre whereby the centre as an active space remains partly active only during business hours of operation. As noted previously, Gosford supports the direction for centres and corridors however there needs to be a clear process moving forward to ensure LEP amendments and re-zonings are determined efficiently.

Business expectations of centres changes and therefore the planning framework including the ability to change how a centre functions and responds to the local drivers of growth and economics must also change. The current planing framework doesn't provide flexibility in how centres are developed and how vertical and horizontal mixed use developments create vibrant centres. The current list of permissible uses in the Business Zones under the Standard Template is not reflective of best practice.

Ensure that the plan identifies those key centres that require growth to support the region. Infrastructure provision to support centre growth needs to align with the local vision for each of the centres.

Certain economic indicators have declined, or performed below comparable growth for Regional NSW recently, including annual job growth, local business numbers and annual Gross Regional Product. Diversifying our current economic base, enhancing our key strengths, and strategies to exploit untapped potential, will drive long term growth in these indicators. Outstanding tourism attributes including coastline, National Parks, established and future visitor attractions will assist in raising our tourism profile, to provide future opportunities. Gosford CBD will emerge as a key regional city, well serviced by transport and infrastructure, delivering commercial, retail, cultural, tourism, investment, community and residential outcomes. The Gosford waterfront will become an iconic location for all our stakeholders, consistent with its status as an area of State Significance.

Key economic strengths including Healthcare, Education and Training, will be supplemented by major projects, including the Gosford hospital expansion, delivery of Aged Care lifestyle solutions, and increased local education and training opportunities. Strategies to deliver competitive industrial land have commenced, supporting our immediate access to key transport routes, and targeting future employment opportunities for our local workforce. Local job growth will reduce our high dependence on employment outside our LGA. Investors and new business will be encouraged to target more cost-effective outcomes here, than are available in their existing markets. Strategies will focus on business attraction and retention, enhanced internet access and Wi-Fi capacity, consistent with a dynamic smart city.



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**Action 2.1.3**

**Manage and monitor land supply to enable a flexible and responsive planning environment for business and industry**

This action indicates that there is adequate supply of commercial land to meet the projected demand. However, a large percentage of the identified land is undeveloped and unless there is adequate mechanisms in place to support the release of this land pressure will be placed on the remaining commercial zone land. In addition this action needs to identify the type of commercial land which best reflects the changing nature of the Coast. Innovation, start-up, small business and smart hubs have changed the landscaped and traditional way we work and the planning for centres and residential areas need to consider changing work/life behaviour.

**Action 2.1.4**

**Coordinate infrastructure delivery to meet changes in demand for industrial land**

Contrary to the above Action, there is inadequate supply of serviced industrial land throughout the Coast. The Wyong Employment Zone and Bushell Ridge are key projects that need to be released and supported by the Government. Clear commitment to these projects needs to be made in the Plan. The Action needs to also indicate if further serviced industrial land is required in addition to the above mentioned areas, and where increased industrial land should be accommodated in the region.

**Action 2.1.5**

**Support other employment development areas and opportunities**

This action should spatially map new areas where there is an opportunity to improve employment opportunities in the Region. This action needs to clearly state that out-of-centre development needs to meet certain spatial objectives as uncontrolled out of centre development will detract from the centre and corridor strategy.

**Direction 2.2**

**Maintain strong inter-regional connections for business**

Business expectations of centres changes and therefore the planning framework including the ability to change how a centre functions and responds to the local drivers of growth and economics must also change. The current planning framework doesn't provide flexibility in how centres are developed and how vertical and horizontal mixed use developments create vibrant centres. The current list of permissible uses in the Business Zones under the Standard Template is not reflective of best practice.

**Action 2.2.1**

**Strengthen freight and commerce connections between the regional economic corridors and Sydney and the Hunter**

Recommended as part of the final CCRP to reflect infrastructure projects and upgrades through a graphic or map overlay to identify the holistic approach to current and future projects that support the growth of the region. The motorway upgrades between Kariong and Somersby interchanges as well as other key projects outlined for the region as per the Central Coast Regional Transport Plan 2013.

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## Direction 2.3

### Grow Gosford City Centre as the region's capital

#### Action 2.3.1

**Support integrated planning for the Gosford City Centre and the Gosford Hospital health and well being, waterfront, and arts and entertainment precincts to grow jobs**

#### Action 2.3.2

**Undertake strategic infrastructure and services planning**

Gosford as the Regional City, is not just Gosford. The Regional City is a collaboration of Gosford CBD and the neighbouring West Gosford, east Gosford and North Gosford business areas. Since the development of the Gosford Challenge, Our City, Our Master plan 2010, planning for the CBD has progressed and many of the elements of the 2010 Master plan are superseded. This action should reflect the Statement of Strategic Intent 2015 completed by Council and the recent work undertaken on the CBD including new direction in typology .

Many aspects of the 2010 Gosford Master plan are valuable and need to be delivered within the 20 year plan period. The planing of the precincts as shown is a key element to revitalisation of Gosford. In this respect Gosford Council is undertaking a precinct structure plan process for the CBD that will enable the outcomes of the precincts shown to the delivered.

Reference to the school site and future use of this land needs to be coordinated with the relevant stakeholders to ensure that the wording is current.

This action needs to clearly reflect that the design of Gosford and the resulting population will be limited by the infrastructure capacity of the centre, movement, water and sewer. Council is undertaking this works and supports any involvement of other Government Agencies to assist in modelling.

Reference to the Central Coast Regional Transport Plan 2013 and projects that have been completed and future projects planned should be shown on an illustration to support the Gosford Centre and Southern Economic Corridor.



FIGURE 4: GOSFORD CITY CENTRE





## Direction 2.4

Focus growth within the Somersby to Erina Corridor

### Action 2.4.1

**Expand the southern economic gateway**

It would be recommended in this section to include the benefits of streetscape upgrades or in the interim small scale programs such as removing signage cluttering as to improve amenity and sidewalk accessibility. Further emphasis could also be placed on the benefits of transit orientated development in achieving this action.

It is recommended that an addition action be implemented in this section that is reflective of achieving an improved economic corridor. "Consolidate and update planning around the Central Coast Highway and Brisbane Water Drive intersection and associated corridor alignment between West Gosford and Gosford City Centre as to support corridor development between key centres".

### Action 2.4.2

**Plan for a vibrant mixed use centre at Erina**

A vibrant mixed use centre at Erina needs to focus on the opportunities provided along the corridor (Central Coast Highway) which will be activated through transit oriented development, that integrates the business lands, the existing retail, Erina Fair and the community infrastructure.

Mixed use (vertical and horizontal) land uses need to be allowed in the zoning to ensure this is a vibrant neighbourhood on the Corridor.



### Gosford Council Comment

Identify East Gosford as a centre that provides residential and cafe lifestyle on the edge of the regional city.

The plan does not accurately reflect the Erina Business Zone. and the map (flag no.4) is focussed on Erina Fair not the potential centre along the corridor

This map should be amended to reflect the direction of the economic corridor at a local level. It is recommended that along the Highway/Major Road alignment (between Somersby and Erina) graphical representation should be made to indicate potential development along the highway as corridor development supporting transient orientated development between centres.



FIGURE 5: SOMERSBY TO ERINA REGIONAL ECONOMIC CORRIDOR



**Action 2.4.3**

**Protect environmental values along the Somersby to Erina Corridor**

The settlement pattern of the coast is based around a series of urban and non-urban breaks, these breaks are evident in the Southern Economic Corridor where valuable environmental land and green space provides a visual break between the centres. Future designs for the corridor should consider these non-urban breaks.

The environmental values within the Somersby Industrial Area will be managed through the development of Structure Plan for the corridor including all centres (Somersby, West Gosford, Gosford, East Gosford and Erina).

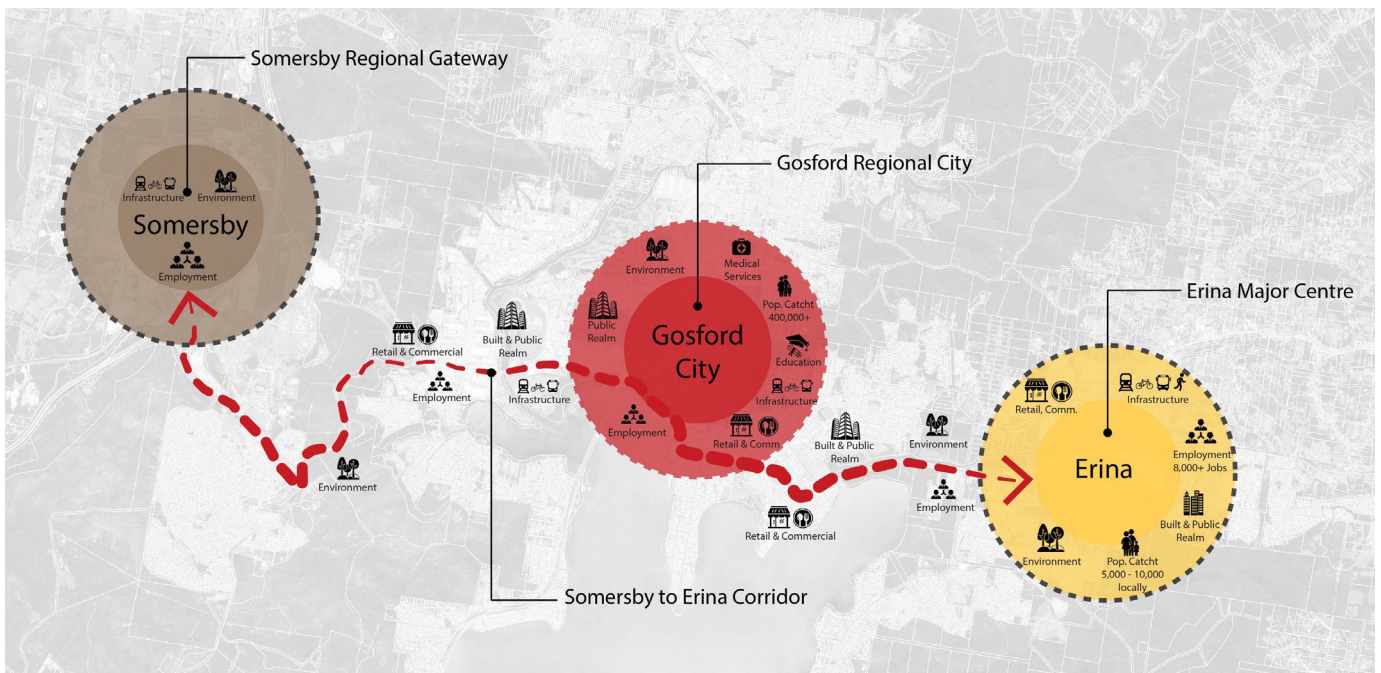
**Action 2.4.4**

**Improve connectivity and amenity along the Somersby to Erina Corridor**

The development of the corridor requires infrastructure support and the development of a transit oriented development approach to the design and planning of the corridor, including a reconsideration of the road design to enable viable and efficient public transport intervention.

It is recommended in this section to include the benefits of streetscape upgrades or in the interim small scale programs such as removing signage cluttering as to improve amenity and sidewalk accessibility. Further emphasis could also be placed on the benefits of transit orientated development in achieving this action.

It is recommended that an addition action be implemented in this section that is reflective of achieving an improved economic corridor. "Consolidate and update planning around the Central Coast Highway and Brisbane Water Drive intersection and associated corridor alignment between West Gosford and Gosford City Centre as to support corridor development between key centres".





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## Direction 2.7

Strengthen the economic self determination of Aboriginal Communities

### Action 2.7.1

**Conduct a strategic assessment of land held by the region's Aboriginal Land Councils to identify priority sites for further investigation of their economic opportunities**

Managing Local Aboriginal Land Council Land is an opportunity that past regional planing has not taken up. Council is currently is discussions with relevant stakeholders to start to map and identify weaknesses in the planning processes when it comes to planning for aboriginal communities and the identification of cultural heritage throughout the region.

This Action needs to ensure that all agencies support the mapping and that land that priority land is identified within the map to ensure future economic opportunities.



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## Goal 3

Sustain Productive Landscapes

### Direction 3.1

Promote investment in rural and resource lands

#### Action 3.3.1

**Support development of the agricultural and aquaculture sectors**

#### Action 3.1.2

**Protecting the region's well being and prosperity through increased biosecurity measures**

#### Action 3.1.3

**Plan for the ongoing productive use of lands with extractive resources**

### Gosford Council Comment

Land identified as Mineral Resource conflict with other maps showing the land as high environmental value

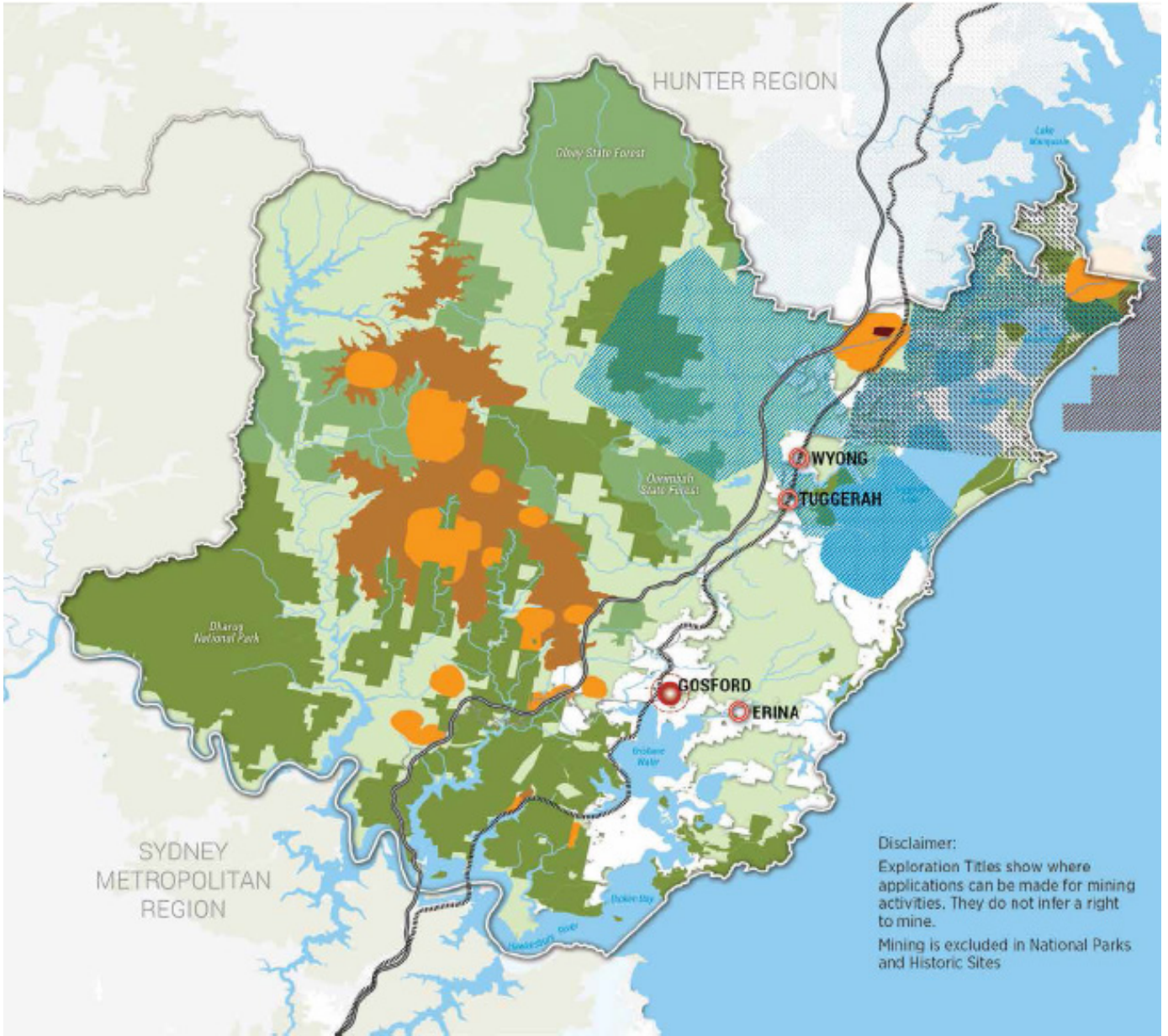


This Action needs to support innovation in the Agribusiness throughout the Plateau. Actions need to be in place to support the development of peri-urban innovation that maintains the agricultural value of the land whilst supporting other land uses that provide an economic basis. High value agricultural land needs to be mapped and the peri-urban landscapes should also be mapped as part of the draft CCRP. Gosford forms part of the Sydney Peri-urban network and valuable information can be sourced through the network to inform mapping of peri-urban lands.

Council supports the development of buffers to manage the natural migration of habitats. However to create successful buffer the legislation needs to support their creation, which is not the case (SEPP 71 and the recent Northern Council's E zone review do not support the use of buffers to vegetation areas).

The draft CCRP is focussed on the economic value of land. In this respect the plan indicates that extractive resources, including sand, sandstone, gravel, clay, hard rock and coal deposits support construction and energy production and generate in excess of \$180 million in output. However, these lands are also identified as being of High Environmental Value, productive agricultural lands and form most of the surface drinking water catchment as wildlife corridors. The conflict and prioritisation of value in the Plan is unclear depending on which section of the Plan is read. Mapping of high value environmental land and agricultural land needs to be undertaken and inserted into the plan. Prioritisation for these lands where multiple interest occur also need to be clearly stated to provide clarity to relevant stakeholders.

Where land is prioritised for extractive resources, actions around remediation of the land need to be included into the Plan (i.e. Ecological Rehabilitation Plan).



- |  |  |   |
|--|--|---|
|  Regional City          |  Coal Production Title              |  National Park and Reserve |
|  Major Centre           |  Current Minerals Mining Title      |  State Forest              |
|  Heavy Rail Network     |  Identified Mineral Resource        |  Non-Urban Area            |
|  Motorway               |  Current Minerals Exploration Title |  Urban Area                |
|  Coal Exploration Title |  Potential Mineral Resource         |  Waterway                  |



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**Action 3.1.4****Implement a robust assessment process for resource development**

The development of clear planning principles will assist in the identification of a hierarchy for lands shown as suitable as resource, high value land uses (environmental, cultural, scenic, social), drinking water and regional green corridors. The action needs to identify how a rigorous environmental assessment process will be undertaken by new and existing mines.

If the intention of the Regional Plan is to support coal mining on the Plateau, then the Plan is clearly moving away from a climate change mitigation and alternative energies approach.

There is no discussion on the mitigation of climate change (as opposed to adaptation). This should address those activities and practices that need to be avoided or minimised, such as greenhouse gas emission reduction or deforestation, in an attempt to reduce the harmful effects of climate change.

**Direction 3.2**  
Manage rural lifestyles sustainably**East of the Expressway**

The Central Coast offers a variety of lifestyles, including rural living, acreage living, environmental living and the more traditional urban housing. The reference to Matcham/Holgate/Bensville as Rural Residential Living is not consistent with the primary use of the land for the majority of the sites. This land is valuable as part of the transition from Coast to hinterland, however identification as rural residential is misleading. The maps also show this land as non-urban which is an unusual and also misleading term as these areas contain a variety of residential typologies that make them suitable for acreage and environmental living. Council is currently reviewing all deferred lands from GLEP 2014, and the identification of these lands prior to the finalisation of the study is not supported nor accurate when considering primary land uses and the principles arising from the Northern Council Environmental Lands Review.

These lands should be shown as "existing living" until such time as Council finishes its mapping and strategy.

**West of the Expressway**

The current trend west of the expressway, is that rural residential land is predominantly hobby style farming and equestrian prevailing over land with productive agricultural value. A map showing land with high agricultural value should be provided. The Action should also list funding mechanisms to ensure productive lands are retained for the purpose (food security for the Sydney Basin) irrespective of current land values.

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**Action 3.2.1**

**Support services and employment in local communities**

The draft CCRP needs to provide needs to Action investment opportunities and infrastructure provision within the rural residential areas, in order for Council to facilitate clustering of housing, employment and community facilities to support the rural residential areas.

Currently there are no plans to promote new centres or increase infrastructure provision west of the expressway, the Plan needs to provide clarity around the southern part of the Central Coast Region

The current standard instrument does not support innovation and creativity in planning within the rural areas. Clustering of support uses should be encouraged and the ability to make LEP amendments to support additional uses into the rural areas must be supported.

**Action 3.2.2**


**Manage future rural residential opportunities, where appropriate**

Future rural residential opportunities should be identified in the plan based on Council's strategic direction and past studies where relevant. Council would support an Action requiring the development of a rural residential strategy. The Plans recommendation to provide guidelines is for future residential development would be insufficient to achieve the management of future residential opportunities west of the M1 expressway.

Opportunities for peri-urban development also needs to be identified in the Plan. Gosford is part of the Sydney Peri-Urban Network and mapping from this Network could inform a peri-urban layer within the Plan or at least an Action for the development of a peri-urban typology.

The ability for a person to also age in place within the rural and acreage lifestyle areas is also restricted by the current planning system. The introduction of alternative housing typologies and the inclusion of new land uses to support these principle would be supported by the Council.

The Action's principles should also include existing and planned infrastructure capacity, otherwise the plan is encouraging speculative residential development where land cannot be serviced by water, sewer, power and roads.





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## Goal 4

Protect and manage the natural and cultural environment

The Vision and Goals are supportive of environmental protection - however the environment is being valued for its productive capacity (mining and agriculture) - this fails to acknowledge other eco-system services.

There is no discussion on energy and waste, which are emerging issues for the region and there is only limited discussion on water supply. Energy waste and water are significant challenges to be managed into the future.

### Direction 4.1

Protect and manage the region's environmental and heritage values

There is a lack of detail as to how protecting and managing the natural environment will be achieved, given its importance to people's health and well being.

There is no consideration of integrated infrastructure planning to incorporate renewable resource alternatives or green infrastructure technological solutions.

#### Action 4.1.1

Protect areas of high environmental value

Gosford Council has invested significant resources into the protection of its environmental lands and the development of the Coastal Open Space System (COSS) is one of the great environmental areas of the Region. The Draft CCRP should provide support to the expansion of the current COSS system. The Draft CCRP should map High Environmental Value lands and provide clear role and function for these lands. Mapping of High Environmental Value land needs to be supported by considerations in the planning process.

Data and criteria to support HEV would be useful, however, often the scale of state and regional mapping is too coarse to be relevant for strategic planning purposes at the local scale. Suggest state government works with local government to review and update existing local datasets

The High Value Environmental should be expanded to incorporate an asset based approach to distinguish high value assets and threats to those assets which need to be managed as a priority. The HEV assessment should provide strategic recommendations for management on the high value assets.

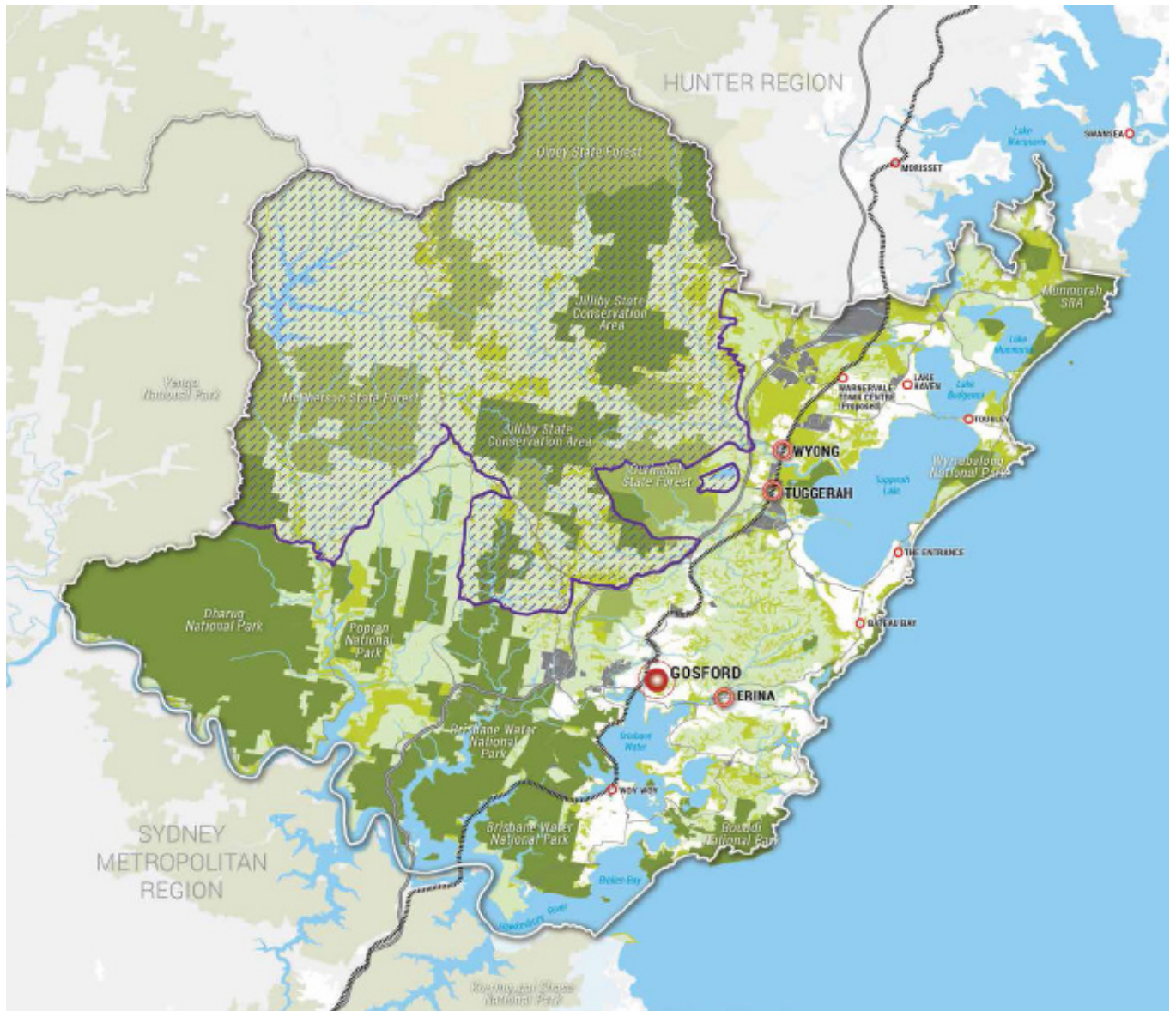
#### Action 4.1.2

Identify and protect heritage values

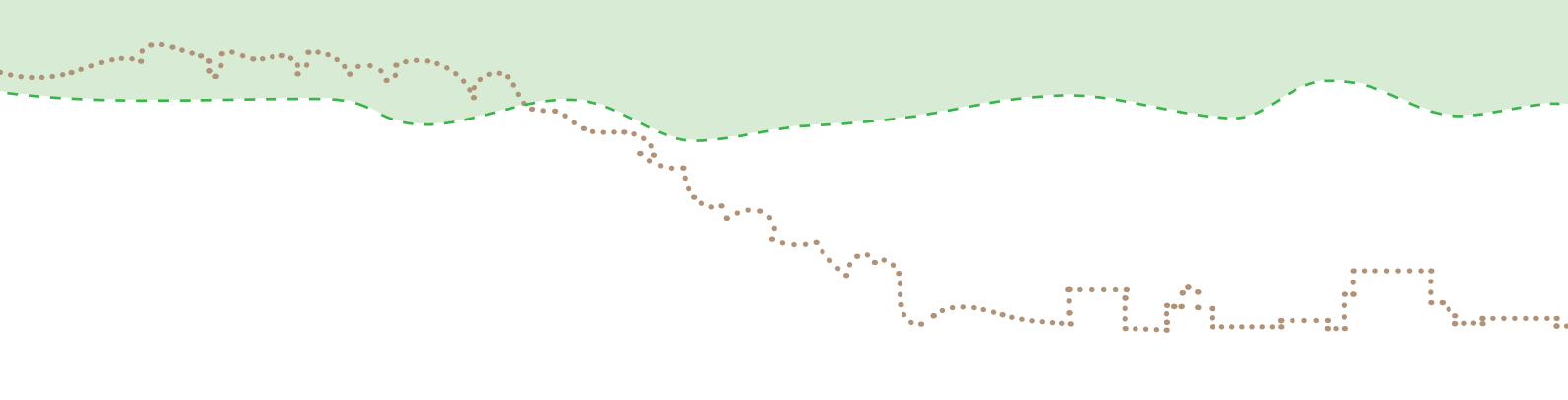
Gosford Council is currently preparing cultural mapping at a regional level with the assistance of OEH and Local Land Aboriginal Council's. This Action is supported. Council is also undertaking non-aboriginal heritage mapping and this process is nearing completion. Any action to support heritage on the Coast is supported.

Cultural heritage values are also incorporated into the environment, as an artefact to be preserved to enhance visual aesthetics and attract tourists. This seems to undermine heritage values.

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- |                    |                                  |                 |
|--------------------|----------------------------------|-----------------|
| Regional City      | Surface drinking water catchment | Non-Urban Area  |
| Major Centre       | National Park and Reserve        | Urban Area      |
| Heavy Rail Network | State Forest                     | Employment Area |
| Motorway           | High Environmental Value         | Waterway        |



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## Direction 4.2

### Sustain water quality and security

#### Action 4.2.1

##### Secure the Central Coast's water supply

The land shown as surface water drinking catchment is also land identified for extractive industry. The priority for this land and how the two interests coexist need to be explored in the draft Regional Plan.

The Gosford/Wyong Joint Water Supply Authority will be impacted upon by mining land uses as shown in Map 8.

Catchment wide planning needs to incorporate environmental values to boost the value of water supply catchment due to its direct link to human health.

#### Action 4.2.2

##### Sustainably manage surface and ground water

This Action has the same conflicts between mining and drinking water catchments.

The Draft CCRP identifies work including a \$2million stone wall at the Entrance and a \$500,000 sound nourishment which are remediation actions after the affect, where the Action title suggests preventative actions at the point source.

An outcome of this Action, should be the developemnt and implementation of a Integrated Water Cycle Management Plan.

## Direction 4.3

### Protect the coast and manage natural hazards and climate change risks

#### Action 4.3.1

##### Apply contemporary risk-management to coastal man made and other hazards

Direction 4.3 should provide clear policy direction on sea level rise and climate change. In addition this Direction provide little guidance on the future vision for the environment. As read the draft CCRP only values the environment for mining purposes and this section of the document needs to be reconsidered and fails to consider other important of the environment, including eco system services.

This Action should be focussed on hazards along our Coast, waterways and bushland. Where planning for resilience should be prioritised over the planning horizon and beyond.

This section should not deal with existence of economic coal reserves and mine subsidence



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**Action 4.3.2**

**Plan for climate change**

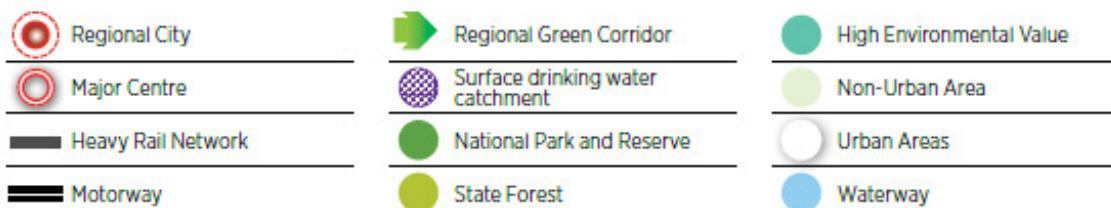
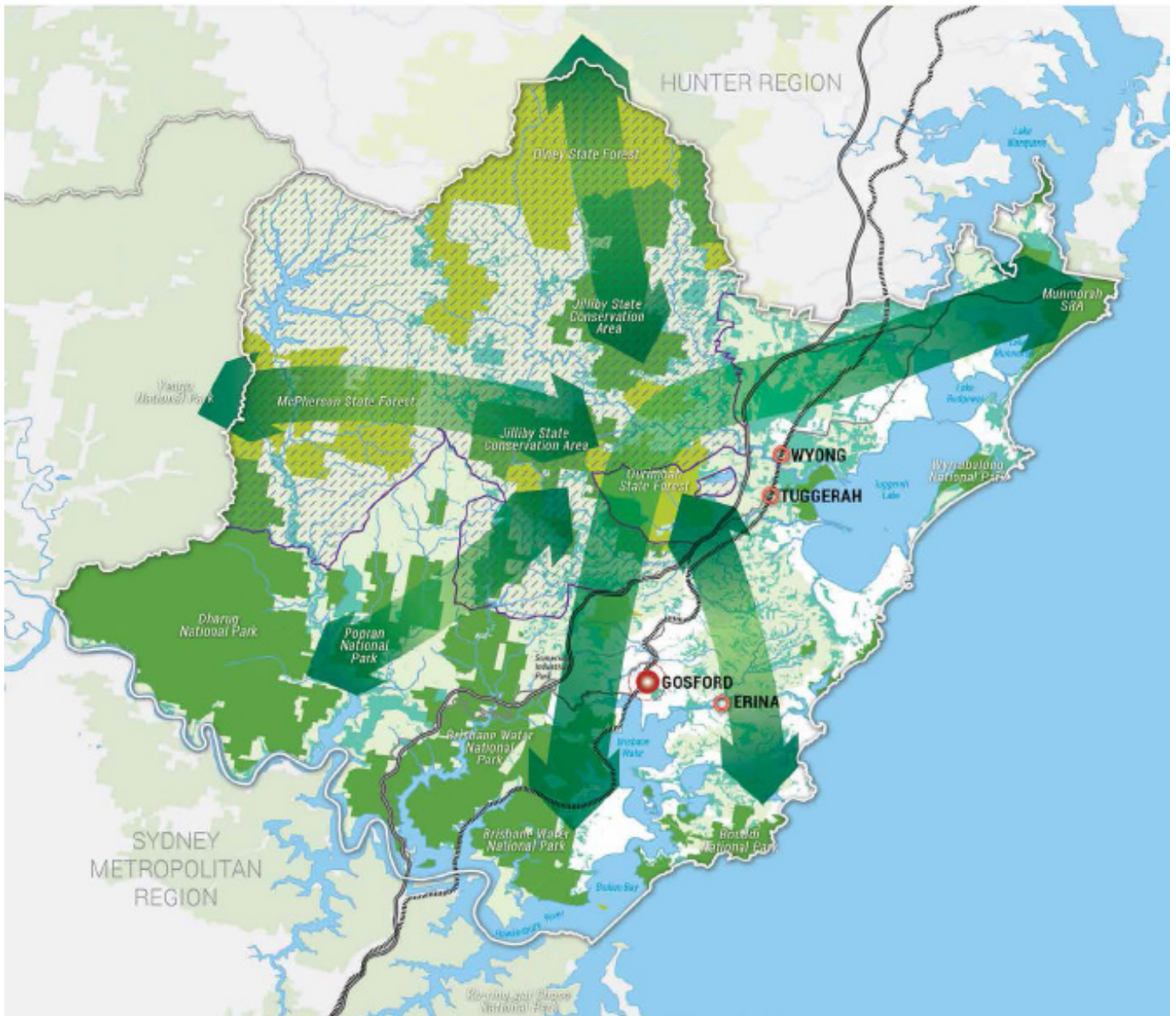
180,000 people or 56% of the population live <1km from a lake or ocean. Planning for climate change is a key responsibility for the region. Current localised approaches have led to varying climate change outcomes across the Region and varying approaches to hazard planning and mapping. A regional approach would be supported.

Gosford Council is preparing a Resilient Cities Plan, to help communities build resilience and adapt to climate change, the draft CCRP should create a new Action around Resilience. This should include education as a key component to building adaptive resilience and training to the environment, urban built form and communities.

This section needs to consider the climate change impacts on our major centres and major infrastructure, including road and rail (i.e. A Woy Woy Centre - Resilient City Urban Development Pilot Project)

A Resilient Cities Project - to ensure growth and urbanisation include mitigation and adaptation initiatives to deal with current and future disasters and vulnerability associated with climate change

FIGURE 10: WATER CATCHMENT AND GREEN CONNECTIONS





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**Figure 10 is not connected to any Actions.**

The map of the Regional Green Corridor appears unscientific, particular as there is a wildlife corridor mapping and modelling comes under criticism for its underlying assumptions. Wildlife corridors are invaluable information for Council to strategically plan for environmental protection, and therefore, this needs to be well considered and documented.

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