

F2013/01423

29 March 2016

Department of Planning and Environment  
PO Box 1148  
GOSFORD NSW 2250

Dear Sir/Madam

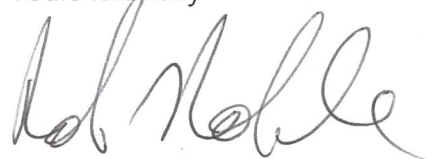
**Draft Central Coast Regional Plan**

Thank you for the opportunity to provide comment on the Draft Central Coast Regional Plan. Please find attached for your consideration a submission from Wyong Shire Council. The submission was considered and endorsed by Council at the 23 March ordinary meeting.

Council supports the preparation of the Central Coast Regional Plan and looks forward to working with the State Government in preparing the final document including the Implementation Plan.

Should you require any additional information or clarification in regards to the content of the submission, please contact Council's Director of Property and Economic Development Mike Dowling on 4350 5202.

Yours faithfully



Rob Noble  
**Acting Chief Executive Officer**  
**Wyong Shire Council**



**WYONG SHIRE COUNCIL  
SUBMISSION IN RESPONSE TO THE CENTRAL COAST  
REGIONAL PLAN**



Wyong  
Shire  
Council

Wyong Shire Council Submission to the Draft Central Coast  
Regional Plan

Date: March 2016

Version Final

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Wyong  
Shire  
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An aerial photograph of a coastal town, likely Wyong, Australia. The town is densely packed with residential buildings, including houses and multi-story apartment complexes. A prominent road runs through the center of the town. To the right, a wide sandy beach meets the ocean, with waves breaking onto the shore. The sky is clear and blue. The text is overlaid on the top left of the image, enclosed in large orange brackets.

*Wyong Shire Council has undertaken extensive planning in recognition of the expected population growth in the Central Coast region and has identified the need for additional infrastructure to support this growth and provide a foundation for development in this area.*

# EXECUTIVE SUMMARY

This document is Wyong Shire Council's (WSC) comprehensive response to the 'Draft Central Coast Regional Plan' (Draft CCRP). WSC supports the preparation of the Central Coast Regional Plan (CCRP) and its vision for the future of the region. Council endorses the objectives to grow the regional economy, accelerate housing supply and protect and enhance the natural environment.

WSC has undertaken extensive planning in recognition of the expected population growth in the Central Coast region and has identified the need for additional infrastructure to support this growth and provide a foundation for development in this area.

This detailed planning provides a valuable baseline that should be recognised and supported in the CCRP. Priority actions and objectives of Council's Settlement Strategy, Positive Ageing Strategy, Wyong Local Environmental Plan 2013, Economic Development Strategy as well as the planning for major projects should be reflected in the CCRP.

The nature of the Central Coast is changing as demand from the Sydney market increases. The increased property prices in Sydney have created additional demand for residential housing on the Central Coast. People are realising that the lifestyle, the affordability and the proximity to Sydney make the Central Coast a viable and attractive housing choice. Recent strong residential property prices are key indicators of the increased demand and growth in the region.

There has been significant growth in the number of development applications (DAs) lodged and approved in recent years with 958 DA's determined in 2014/15 with growth in residential development in the Shire. To cater and plan for the projected population growth the CCRP must provide targets for greenfield and infill housing to enable this growth to be measured.

In addition to the increased investment in housing there is also increased interest in the region with major projects drawing attention to the area and providing investment opportunities and opportunities for employment growth. Such projects include the Central Coast Regional Airport, the Wyong Education and Business Precinct including the Central Coast University, and the Wyong Employment Zone including the Warner Business Park. There has also been DA's lodged for major attractions including the Chinese Theme Park at Warnervale and the CASAR Park Motorsport and Training Facility at Bushells Ridge.

WSC has in place a Key (Iconic Development) Sites Strategy which aims to facilitate the development of key sites throughout the Shire. The sites have been chosen on their ability to provide a significant economic benefit to the community, stimulate further development and provide a significant public domain benefit. This strategy should be supported in the CCRP as it provides opportunity to encourage economic growth and provide development confidence within Wyong Shire.




The Draft CCRP fails to adequately address the significant projects already underway and the importance they will play in the regional economy. The Central Coast Regional Airport is one of the most significant projects in the region and will be a major stimulus to the regional economy through the generation of skilled and professional employment, support for the tourism industry and attraction of general aviation businesses from the Sydney Region.

WSC has identified the upgrade of Warnervale Airport as a key component of the Regional Strategic Development Plan to stimulate regional economic growth, jobs generation and regional investment. The upgrade of the airport offers synergies with other planned developments in Warnervale, including a regional university, which will stimulate employment in the higher skilled and technology-based industry sectors.

The CCRP must promote and support growth by providing a clear implementation plan with identified commitment, funding, resourcing and timeframes. In 2014 WSC provided a comprehensive response to the discussion paper '2031 Your Future Central Coast'. Council reiterates this response and notes the issues raised within that submission are also relevant to the current Draft CCRP. The following submission is in response to the current Draft CCRP and takes the opportunity to raise matters relevant to the growth of the region. The CCRP will provide the overarching strategic direction for the region that will ultimately inform planning at the grassroots level. As such the CCRP must be a robust planning framework.

This submission identifies opportunities to improve on the planning for the Central Coast and build upon work already completed. The key messages outlined throughout the submission are to:

1. Ensure that the support and assistance of the State Government is reflected in an Implementation Plan with strong commitment to actions
2. Identify the need for essential infrastructure to enable employment and housing growth and commit to the provision of this key infrastructure
3. Provide support and commitment for infrastructure for key catalyst projects, including the Central Coast Regional Airport and the Wyong Education and Business Park
4. Recognise the importance of the availability of industrial land in employment growth and identify key industrial precincts
5. Recognise the key role the Central Coast will play in the provision of affordable housing
6. Identify Wyong-Tuggerah as a significant growth Regional Centre
7. Recognise the establishment and commit to the completion of the Regional Sporting Complex at Tuggerah
8. Recognise the regional significance of the Central Coast Regional Airport, which will provide better business and leisure connection options for the regions 331,000 people (ABS,2014) (projected 409,450 people in 2036)
9. Create greater connectivity in the region through the completion of the Link Road, to connect the proposed Warnervale Town Centre with Wyong, and open up the proposed Tuggerah to Warnervale Economic Corridor.



*The CCRP must promote and support growth by providing a clear implementation plan with identified commitment, funding, resourcing and timeframes.*

10. Commit to the completion of the Warnervale Town Centre, train station and supporting development
11. Support the establishment of the Central Coast University within Wyong Shire
12. Recognise and support the SMART City vision
13. Commit to the retention of the existing Warnervale Village Railway Station
14. Commit to and detail the implementation of the high speed train network between Sydney, the Central Coast and Newcastle.
15. Support the investigation into and development of Light Rail on the Central Coast
16. Reduce the State Infrastructure Contribution (SIC) for both residential and industrial land. Provide greater transparency for how the SIC monies will be used, with improvements to the cumbersome method of collecting the SIC via Voluntary Planning Agreements
17. Recognise the importance of the regions agricultural lands and managing land use conflict west of the M1
18. Recognise the importance of heritage values in the region
19. Include in the CCRP the potential for the Central Coast Regional boundary to extend North to include the area of Wyee
20. Recognise the role of Activity Centres in creating a network of attractive employment opportunities, community and tourist facilities and services throughout the Central Coast.
21. Recognise that Tourism is a major industry for the Central Coast and the plan needs to identify strategies to grow this economy
22. Provide clear measurables to enable monitoring and accountability for the implementation of the plan.





# MAJOR PROJECTS

Wyong Shire Council is undertaking a number of major projects of regional significance. These projects will grow the regional economy and accelerate housing growth.

## Education and Business Precinct

WSC has identified the need to establish a University and Business Park as one of the key components of the Economic Development Strategy to drive economic growth, and deliver further education and employment opportunities on the Central Coast. The Wyong Education and Business Park will provide a world class university campus for 7,000 domestic and international students with accommodation for up to 1,500 students and a business technology park for 5,000 workers. Courses would have close links to local business, industrial groups and aviation businesses locating their operation to the Central Coast Regional Airport. The new university is envisaged to integrate into the community, provide tertiary education opportunities and be a catalyst for life-long learning.

The university site will include a SMARTS Hub as the landmark community facility of the Precinct and the greater Wyong area. This will be a work centre space, targeted to serve tele-workers and professionals, in a location close to their residences.

It will provide a local workspace alternative to minimise the number of commutes, while enabling a flexible, innovative and creative yet formal work space, functioning with a community atmosphere. Council believes there are synergies with the SMARTS Hub and community requirements to meet and access information. The university has the potential to deliver enormous community benefits in supporting this information sharing facility.



*Dick Smith, Australian entrepreneur and former Chair of Australia's Civil Aviation Safety Authority (CASA) quoted in the Central Coast Advocate October 2015*

*"This is the ideal location for an expanded airport. Further expansion would make it a very viable operation capable of attracting associated industry."*



*Proposed aircraft - Warnervale Airport*

### Central Coast Regional Airport

The Central Coast is recognised as the ninth largest region in Australia yet remains the only major population centre without a regional airport. NSW State Government forecasts indicate that the regional population will continue to grow substantially over the next 20 years increasing to over 400,000 by 2036. Without access to local aviation services the capacity for local trade and tourism to grow and compete with other major regional centres is constrained.

WSC is committed to the development of the Central Coast Regional Airport as a landmark project. The Central Coast and particularly Wyong Shire, is recognised as a major growth corridor and it is imperative that residents and businesses be serviced by adequate infrastructure and transport links, including aviation. The airport will contribute directly to economic growth and will be an employment centre in its own right. The airport will facilitate access to regional air services which will enhance the ability of local companies to do business efficiently and remove a major disincentive for companies to relocate to the Central Coast. The airport will enable local residents to access air services for tourism and visiting friends and relatives. Access to cost effective and efficient air services is a basic social and community responsibility for State Government.

The Central Coast Regional Airport will, for the first time, allow easy access to the region for inbound tourism, enhancing the regional economy, generating jobs and stimulating tourism investment in the region. The airport will attract new investment to the region while supporting the retention and expansion of existing businesses, spurring economic and employment growth and improving the economic competitiveness of the Central Coast.

In recent years the Central Coast has shown continuing falls in all categories of tourist visitation, whilst adjacent regions register double digit growth. A regional airport will enhance the appeal of the region and offer opportunities to stimulate the tourism industry by providing pathways to new markets.

Although the airfield does not currently have the capability to support regional airline operations, future upgrades will provide facilities which will allow intra-state regional airline operations, and ultimately inter-state regional services. The 2014 Centre for Asia Pacific Aviation (CAPA) – “Central Coast Regional Airport Passenger Demand Study” forecasts a Central Coast regional passenger demand of 500,000 passengers per annum by 2025 and up to 900,000 passengers per annum by 2030. Whilst the proposed airport development does not have the capacity to support this level of airline operations, a sustainable annual passenger demand of around 300-400,000 per annum is envisaged between 2025 and 2030. This level of activity is equivalent to the current operations at Ballina and Coffs Harbour Airports.

### Warnervale Employment Zone (WEZ)

The WEZ is one of the few large parcels of undeveloped land on the Central Coast designated for industry. The area is approximately 744ha, with 340ha zoned for general industrial purposes. The development of this site, including the Warnervale Business Park, Warner Industrial Park, and Wyong Education and Business Precinct, will create employment opportunities essential to keep pace with projected population growth.



# Lake Macquarie LGA

In 2015 Council launched the Smart City Vision with a focus on providing seamless integration of business, retail, education and mobility.

M1 Freeway



Warner Business Park



Wyong Employment Zone



Airport

Sparks Road



Warnervale Town Centre

Lakes Grammar Anglican School

Mackillop Catholic College



Porters Creek Environmental Precinct

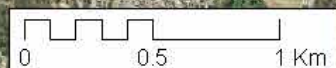


Education & Business Precinct



Residential - Precinct 7A

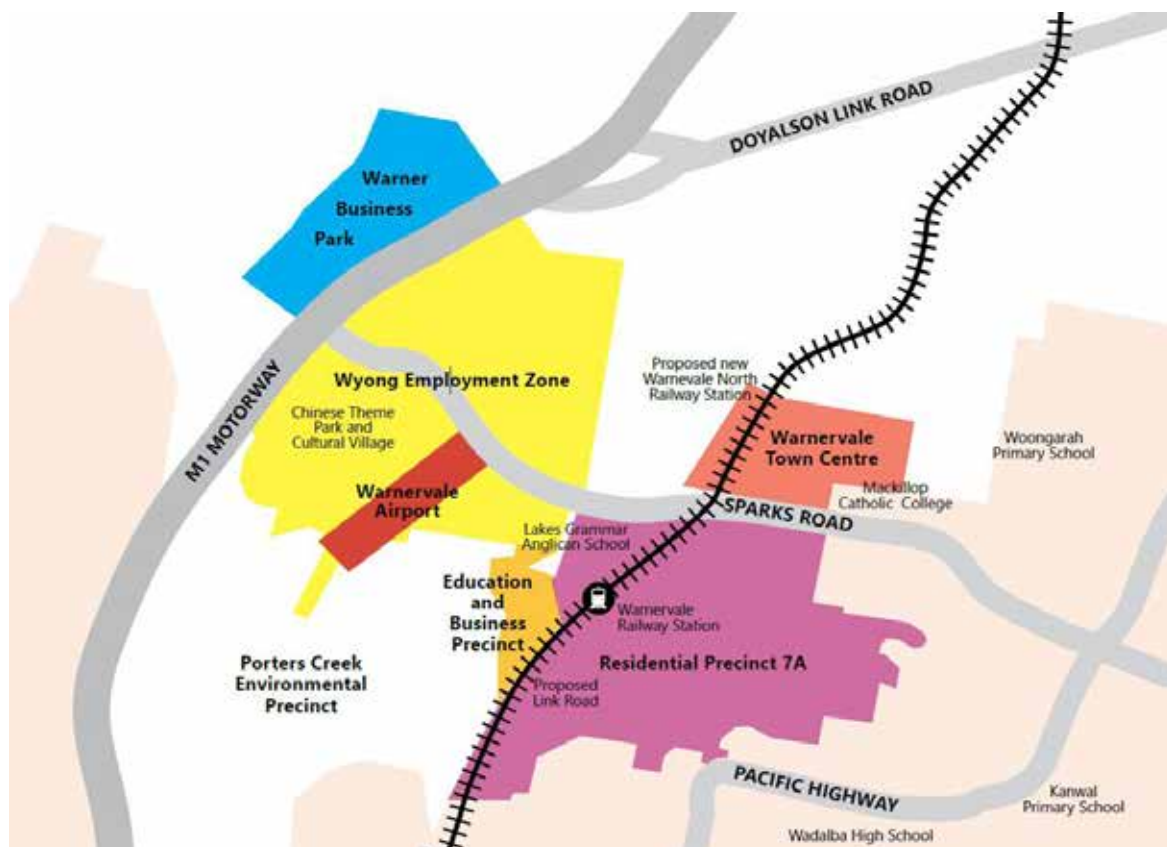
Wadalba High School



# VISION

While Council endorses the vision presented in the Draft CCRP, Council also has its Smart City Vision which should be echoed within the vision for the CCRP. In 2015 Council launched the Smart City Vision with a focus on providing seamless integration of business, retail, education and mobility. The Foundation projects within this vision include the Wyong Education and Business Precinct, The Warnervale Town Centre, Wyong Employment Zone including the Warner Business Park, Precinct 7A residential release area, Central Coast Regional Airport and the Porters Creek Environmental Precinct.

All are located within the northern portion of the proposed CCRP Tuggerah to Warnervale Economic Corridor. These projects are significant developments in this key NSW growth area and the culmination of the projects will create a regionally significant, masterplanned and integrated education, industry and business Smart City on the Central Coast.



*A robust implementation plan is required to provide certainty and clearly outline responsibility, timing and funding of actions and projects.*



# DELIVERING THE PLAN

## Implementation plan

It is understood that an implementation plan is to be prepared and delivered by the Coordinating and Monitoring Committee. A robust implementation plan is required to provide certainty and clearly outline responsibility, timing and funding of actions and projects. This certainty is required to attract investment and new industries to the region. This Implementation Plan must form part of the final CCRP and be released at the same time. Council must have a major role in the preparation of the Implementation Plan particularly given the significant role that a single Council for the region will play in actioning this plan.

The implementation plan is particularly important for infrastructure delivery to identify time and cost for projects, especially those required to “unlock” greenfield sites. This is reflected in Action 1.4.1 with the co-ordination of infrastructure delivery to support the timely and efficient delivery of housing. There also needs to be commitment on timing for major infrastructure works to hold infrastructure agencies to account and assist in informing their service planning. It is understood that new opportunities may arise during the 20 year period and as such there needs to be flexibility in the plan to respond to these opportunities.

It is unclear whether there will be further action plans coming out of the implementation plan over the 20 year CCRP period. This must consider Council's integrated planning and reporting cycle, which sees Council create four year delivery programs (i.e. 2017/18 to 2020/21).

The Implementation Plan must enable Council to effectively incorporate State Government deliverables within Council's four yearly delivery plan and report to the community. As such this would need to be prepared and provided as a mid-term action plan to allow Council's to incorporate the actions into its planning. This would enable Council to align the Community Strategic Plan with specific areas of State Government focus which would also assist in maximising Council's potential to gain financial support and government funding for projects that deliver to the community and align with the bigger picture under the CCRP.

## The Coordinating and Monitoring Committee

Council must have greater representation on the Coordinating and Monitoring Committee and play a significant role in the development of the Implementation Plan. Detail on the number of representatives from each of the Departments/agencies is required, and Council representation must reflect the significant role that a single Council will play in implementing the plan. Consideration must be given to the fact that Wyong and Gosford Councils' are in the merger proposal period and the implications this may have in the proposed committee structure.

The terms of reference for the Committee require further clarification (i.e. will the Committee be required to approve relevant projects which will be undertaken by the Council or will they be restricted to state projects only). The concern is that there would be a multiplication of approvals for project sign off and commencement which currently do not exist. This would also need to feed into the budgetary process for State agencies.

*The State Government should provide a timeframe on when the final Central Coast Regional Plan is expected to be delivered.*



Additional detail is required on the Annual Monitoring Report and whether it will establish KPIs for Council and whether this will be produced annually by the committee or by the Department of Planning and Environment (DP&E). This would also then raise the question of how long the committee is required to stand for and the level of commitment required by members of the committee.

The Coordinating and Monitoring Committee is proposed to review and recommend plans, projects and actions to advance the delivery of the final Plan. Will there be a role for each committee member to disseminate "priority" projects / works to their agency for funding/budget consideration?

The Annual Monitoring report is required to assist Council reporting back to the community on what has been achieved in the four year period. Therefore it would be beneficial if the data provided within this report is in a format that can be easily transferred into Council's community report.

### Timing

The State Government should provide a timeframe on when the final CCRP is expected to be delivered. Council request that the final plan be released by September 2016, to be used as a foundation document by the new Central Coast Council. Currently there is no timeframe for review of subsequent plans such as the North Wyong Shire Structure Plan. While the Draft CCRP does mention that the government is committed to the review of planning documents it does not commit to the timing of this. Indicative timing for the review of this document will assist Council and the development industry who relies on the strategic direction outlined in documents such as this.



# GOAL 1 – ENHANCE COMMUNITY LIFESTYLES AND ACCELERATE HOUSING SUPPLY

Council endorses the creation of vibrant liveable local centres and further housing choices through integration of medium density housing on smaller lots in urban growth housing areas.

## **Direction 1.1 Create Great Places to Live**

It is noted that the Draft CCRP acknowledges Wyong's extensive open space and recreation areas with an aim to protect the scenic values, amenity and character of these local areas (Action 1.1.1-1.1.3 & 1.6.2). This is interpreted as support, at a State level, for the development of a strategy or similar for the Wyong LGA, which would be comparable to the Gosford Coastal Open Space System (COSS). This could be supported by an amendment to Wyong LEP 2013 Clause 4.1A 'Exceptions to minimum lot size' (former Clause 14 Wyong LEP 1991). This would assist by providing greater development potential while protecting areas of high ecological value. State Government support is required to enable Council to provide planning mechanisms to better manage and embellish areas of scenic amenity and local character.

Action 1.1.2 plans for integrated and well connected open space sporting and

recreation opportunities; however, there is no mention of the Tuggerah Regional Sporting and Recreation Complex which has commenced on land adjacent to Lake Road Tuggerah. This is a major sporting development supported by the Federal Government with Stage 1 of the complex consisting of nine playing fields, including a premier field and cricket pitches, public amenities as well as car and bus parking. Stage 2 will include an indoor facility with a 3000 seat grandstand, sports hall, amenities and offices, and shared pathway. This project will add significant capacity to enable the hosting of mass participation multi field events in the region, and as such, should be recognised within the CCRP. It will be ideally located to integrate recreation and public transport facilities within a medium/high density residential precinct under a Transport Oriented Design for commuters surrounding the Tuggerah Railway Station.

## **Direction 1.2 Grow and Enhance Liveable Local Centres**

Direction 1.2 recommends the preparation of local and neighbourhood design and development guidelines. It is unclear who will prepare and implement these guidelines and what legislative

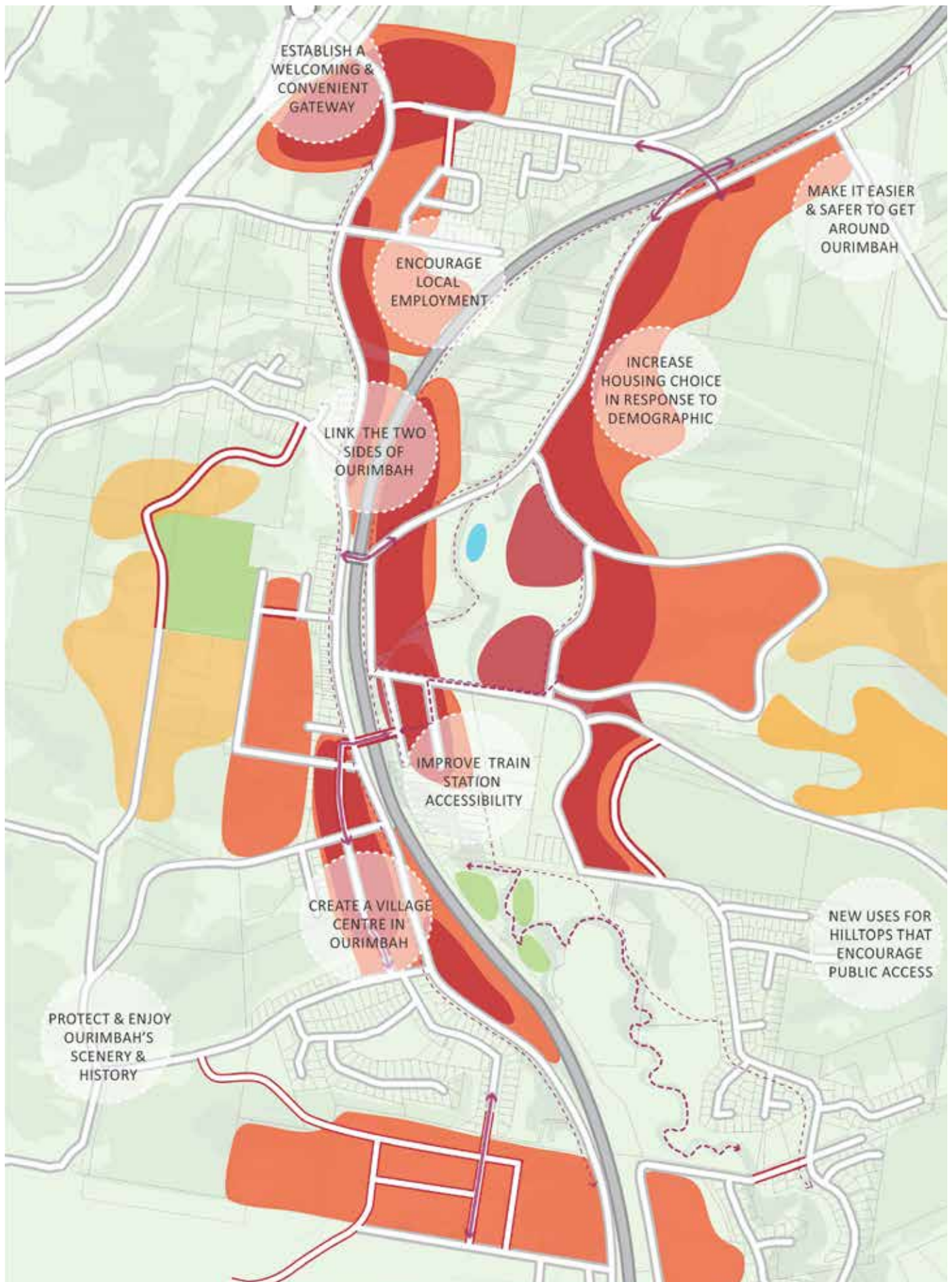


context or framework they will operate in and further clarification is required in the final CCRP. Council is in agreement with the State Government that activity centres are vital as regional destinations for employment, tourism and access to community services and facilities. The Central Coast has a number of activity centres including Wyong/Tuggerah, The Entrance, Long Jetty, Toukley, Gosford, Woy Woy and Erina. Currently the lack of amenity in centres, accommodation options, the level of service and unfriendly pedestrian spaces do not support a high level of use. The infrastructure, facilities, services and amenities of these activity centres need to be improved to match expectations of the visitors to the Central Coast. Some of these improvements relate to improved legibility and movement along the Central Coast Highway, upgrade of major intersections, provision of pedestrian friendly space, tourist facilities and the like. Further work is required to determine the role and function of activity centres and how they relate to employment, tourism, accommodation, people, places and spaces to maximise the potential of each area and the region as a whole.

The Draft CCRP notes local adopted strategies that area being implemented for centres identified with future growth potential, but fails to recognise the planning currently being undertaken in growth areas such as Lake Munmorah and Ourimbah. It also fails to identify potential growth areas where future investigations should be undertaken. Council is currently preparing the Ourimbah Land Use Strategy and Masterplan to capitalise on the significant existing infrastructure including the M1 Motorway Interchange, Railway Station, University of Newcastle Campus, TAFE and Regional sporting fields,. The strategy develops a vision that will guide investment and sustainable development of Ourimbah over the next 20 years.

To meet the demands of the growing population, Ourimbah will need growth in new homes and new jobs by 2036. The NSW Government and WSC have important roles to play in creating these jobs and a high quality living environment through the services and infrastructure they provide. All levels of government need to work collaboratively to achieve this vision.





- KEY**
- High Intensity Opportunity Area
  - Medium Intensity Opportunity Area
  - Low Intensity Opportunity Area
  - Possible New Roads (Dashed)

*Draft Ourimbah Land Use Strategy Image (Draft)*



*Artists Impression of Ourimbah from M1 Interchange (Draft)*

The CCRP should recognise the strategic importance of Ourimbah as a gateway into both Wyong and Gosford LGAs. Importantly, to achieve this vision, investment in infrastructure will be needed through financial support from both the State and Federal levels of government.

The provision of infrastructure in the Shire's northern areas should also be a priority in order to address future predicted growth targets identified in the North Wyong Shire Structure Plan (NWSSP). Council has commenced a strategic land use review of Lake Munmorah (Precinct 16 of the NWSSP), as a result of an identified need to accommodate growth in the northern half of Wyong Shire. This strategic review will give consideration to land uses and development timeframes proposed within the NWSSP, in light of the relaxation of the surface development guidelines within Lake Munmorah, the recent Woolworths development comprising a supermarket, specialty shops and medical centre, as well as the need to provide certainty to land owners and the community with regard to appropriate land uses following the identification of this area as a development precinct under the NWSSP. The review will also give consideration to the land use framework adopted under the standard instrument 'conversion LEP' for Wyong in 2013. There is a clear need to identify such a review in the CCRP.

The potential of the regions centres must be considered in the CCRP and should a hierarchy be identified, such as that in Figure 1 of the Draft Plan, future growth opportunities must be reflected. Wyong/Tuggerah, The Entrance, Woy Woy and Erina all have potential to grow as major mixed use centres offering a range of activities and opportunities to residents.

### **Direction 1.3 Create Connected and Accessible Communities and Centres**

Centres must be accessible and connected to their surrounding networks. It is important that strategic plans and policies continue to support the provision of commercial and employment zones within smaller centres outside of the regional economic corridor to ensure the long term viability of those centres. For these smaller centres and communities which are often poorly serviced the plan is silent on how public transport infrastructure will be improved to improve connectivity e.g. coastal centres and isolated localities.

The Draft Plan recognises that the Central Coast's proximity to Sydney has driven residential and employment growth and will continue to be a major influence. The plan notes that by 2031-36 85% of new residents will come from outside the region. While this is expected to result in economic growth, it needs to be acknowledged that there will still be a percentage of the population who continue to commute to Sydney or elsewhere for employment. Employment self-containment will be achieved through the development of technology, engineering and financial sectors on the Central Coast to absorb and stimulate higher percentages of employment in the skilled and professional services sectors. Without new employment opportunities there will continue to be a high proportion of residents commuting out of the Central Coast for work, taking disposable income out of the area and impacting on the quality of life for residents. The CCRP must acknowledge this and look at options to improve employment opportunities in all sectors particularly in skilled and professional service sectors.



The plan needs to be realistic about the nature of the Central Coast's labour force, both now and into the future.

Improving access to employment and local services, connecting the Central Coast with surrounding regions and improving connections between the centres will improve the quality of life for local residents and tourists. The Central Coast Regional Airport will provide a gateway to the region which will assist in connecting the Central Coast with other regions for tourism and stimulate economic growth, jobs generation and regional investment. Support for and commitment to the upgrade of the Warnervale Airport is required and recognition of the significance of the Central Coast Regional Airport in the region's growth is essential.

The CCRP needs to support the improvement of public transport throughout the region. Council recommends the investigation and support for light rail that will run from The Entrance along the coastline to Gosford. This should be supported by an express bus service to link the light rail with other centres, the regional airport and the existing rail corridor. A light rail system would improve public transport options, assist in reducing traffic congestion and improve

connections between centres. These connections will also assist in linking the Central Coast Regional Airport with the regions centres and tourism destinations including The Entrance and Terrigal. State Government Support along with infrastructure planning and investment is required to provide a more connected Central Coast.

Consideration also needs to be given to the potential for a high speed rail development through the Central Coast and the opportunities this could hold for the region. While this development may be some time off, it is realistic to address this in the CCRP given the extensive timeframe the plan covers. The High Speed Rail must be a key consideration of future settlement and development strategies for the region. The possible location of stations, both in the north and south of Wyong Shire, and the opportunities this brings will have a major impact on the future planning for residential and employment lands with associated infrastructure.

This long term transport network will create a more connected Central Coast.



### **Direction 1.4 Accelerate Housing Supply**

Target densities for additional dwelling and population targets (39,600 dwellings and 70,000 people) have not been identified in the Draft CCRP. Target densities should be recommended within each of the urban localities (infill, existing centres, new release areas etc.) to provide guidance for Council and the development industry as to government expectations, particularly if planning controls will require amendment to meet the expected demands. Significant residential infill development is anticipated to occur in locations like Wyong, Ourimbah and The Entrance with new release areas to the north of Wyong.

The Draft Plan focuses on the provision of housing around Gosford; however, this should be qualified by the limited availability of land in this area with housing likely to be provided in an urban unit type development. The clear growth area for housing is in 'greenfield' Wyong where house and land packages are affordable and land is available.

The plan proposes actions to improve the infrastructure contributions framework, the coordination of infrastructure and land release staging and the approach to offsetting the biodiversity impacts of new development to improve housing delivery in the Warnervale-Wadalba land release area. This needs to be backed up in the implementation plan and actioned by the State Government to ensure the success of developing these areas and see the stated works come to fruition. As outlined above the success of the Warnervale Town Centre relies heavily on the commitment

of the State Government to the required infrastructure works including the new railway station. This commitment and timing is not reflected in the Draft Plan.

This infrastructure is also necessary for the delivery of industrial development which is a high government priority and could be considered over and above the provision of infrastructure for housing. The opportunity for more employment in the area will be reflected in the demand and delivery of housing.

The proposed changes to the developer contribution system are unclear regarding whether these changes would be applicable to local and/or state schemes. It is important that any consequential impacts on local infrastructure contributions do not restrict the ability of Council to fund functional and effective services for the local community. It also needs to ensure that high contributions do not make development in the area unviable. Developers cite the high cost of developer contributions and the NSW State Infrastructure Contribution (SIC) (also referring to the Special Infrastructure Contribution that applies to the Warnervale Town Centre and Wyong Employment Zone) in the Warnervale-Wadalba land release areas as a barrier to development and growth in the area. The Residential rate applicable under the SIC in in Precinct 7A and other urban release areas in Wyong is higher at \$92,225 per ha of net developable area (NDA) in comparison to other comparable areas like the Lower Hunter at \$79,926/ha NDA and Illawarra at \$55,017/ha NDA. The higher rates will impact on investment and development in the region.



### **Direction 1.5 Improve Housing Choice (infill)**

To improve housing choice consideration needs to be given to all forms of housing. WSC supports a diversity of housing types ranging from small lot housing and unit development to larger detached dwellings on traditional allotments. The CCRP should recognise the large commuter based workforce and embrace affordable Transport Orientated Housing together with car parking infrastructure. It should advocate flexible means of providing affordable housing and its integration into the urban fabric. Given the ageing population consideration needs to be given to the ability to age in place and reduce stress on health care providers for the aged. The provision of a range of housing types assists in affordability and meeting the needs of the population.

While the Draft CCRP states that the State government will work with Councils to generate infill development it does not detail "how" this will be achieved. The plan must include specific strategies, tools and mechanism to facilitate infill growth.


### **Direction 1.6 Concentrate new development at Warnervale and elsewhere in North Wyong**

The Draft CCRP aims to concentrate new development in the Warnervale –Wadalba land release area and northern Wyong and also supports the establishment of the Warnervale Town Centre. This centre has been in planning for a number of years and has been delayed due to the lack of infrastructure and commitment amongst other reasons. It is imperative that the CCRP provides

the support and commitment for the Warnervale Town Centre to develop. The implementation plan needs to clearly outline the responsibility for and timing of infrastructure delivery in this area to allow the Town Centre to establish.

The Warnervale Wadalba Land Release Area is the only urban release area identified for the Central Coast, over the 20 year period the plan covers, and the plan proposes to accelerate housing in this area (Action 1.6.1). As such there needs to be focus on infrastructure investment in the area. The Link road is a critical piece of infrastructure and will be a catalyst for increased development both private and public in this area. The Link road will connect the land release area with the Wyong-Tuggerah Major Centre and proposed Wyong Tuggerah Economic Corridor which will increase service opportunity. This further supports the recent planning for the Pacific Highway upgrade through the Wyong Town Centre. The document needs to demonstrate strong on-going government commitment with funding guarantees which are linked to State Government budgets for this critical infrastructure and clarity around when this will be undertaken.

It is noted that the Draft CCRP Vision states that priority will be given to infrastructure planning and delivery to attract further business and investment and to support housing growth. However it needs to outline how this will be done, when it will be done, by who and that there is strong Government Commitment to doing this.



*The plan must include specific strategies, tools and mechanism to facilitate infill growth.*



There needs to be more detail in the CCRP in relation to the NSW Governments coordination of the development of a Biodiversity Offset Strategy in northern Wyong (Action 1.6.2). The content and timing for this strategy is critical and needs to be set under the CCRP. Where biodiversity offsetting is considered appropriate this needs to be clearly documented and the commitment and support of applicable agencies provided. As noted, the North Wyong Shire Structure Plan which was based on the Central Coast Regional Strategy (CCRS) indicates a number of green corridors and habitat networks in this area which are poorly defined and delaying the provision of additional employment and housing land within the area. This needs to be provided in greater detail to provide clarity to Council's and developers when planning in these areas.

It should be noted that Council has commenced the preparation of a Masterplan for Lake Munmorah. Any changes to the North Wyong Shire Structure Plan and existing staging of land release will affect this study/outcomes. As such timing for the Biodiversity Offset Strategy and review of the North Wyong Shire Structure Plan as a result of the CCRP are crucial to this and other planning documents and development proposals in this area.



## GOAL 2 – GROW AND DIVERSIFY THE REGIONAL ECONOMY

Wyong Shire Council is committed to the redevelopment of the existing Warnervale Airport as a regional airport catering for general aviation businesses and regional airlines. Council would like to see State Government support and commitment to this critical catalyst infrastructure project.

The Draft CCRP appears to be relatively silent on this key strategic economic development project. The development of the Central Coast Regional Airport has been endorsed over the past 3 years by Wyong Shire Council, NSW Department of Planning and Environment, Regional Development Australia and Central Coast Tourism's strategies and has been identified in the following documents:

- Wyong Economic Development Strategy – 2014/15 – Wyong Shire Council
- Draft Strategic Economic Development Strategy 2013 – 2017 – Wyong Shire Council
- Transforming the Central Coast – Wyong Shire Council
- 10,000 Jobs by 2030 – Wyong Shire Council (2014)
- SMART City – 2015 – Wyong Shire Council
- 2031 Your Future / Central Coast – Discussion Paper – NSW Department of Planning and Environment
- Central Coast Regional Airport Position

Statement – Regional Development Australia – December 2013

- Central Coast NSW – Warnervale Growth Area 2014 Central Coast Regional Airport – Regional Development Australia
- Central Coast Destination Management Plan for the Visitor Economy – 2013 to 2017 – Central Coast Tourism

The 2015 "Central Coast Regional Airport - Regional Economic Benefit Study" prepared by Synergies Economic Consulting estimated the potential impact of the airport on regional employment, gross regional economic activity, regional investment, and the potential stimulation effects on tourism and business development to be over \$100 million. A regional airport on the Central Coast will:

- Open business and leisure opportunities for residents
- Provide business, logistics, manufacturing and tourism operators improved access to national and international markets through other Australian airports
- Create vital employment generating opportunities in industry and tourism
- Provide an aviation / technology business development precinct close to a national motorway and rail links
- Compliment opportunities flowing from the development of the adjacent Warnervale University Precinct



Over the past 18 months, Council has received numerous enquiries from potential general aviation businesses keen to relocate from the high-cost privatised Sydney Basin airports. A viable airport on the Central Coast will provide opportunities for emergency services to establish regional disaster response facilities for fire-fighting, aero-medical retrieval and law enforcement agencies to service the region.

Council's ability to accommodate and encourage general aviation business investment is currently limited by the high cost of infrastructure, the current level of State Infrastructure Contributions, and by the limitations imposed by the Warnervale Airport Restrictions Act (WAR Act) 1996. The WAR Act 1996 is inconsistent with existing state and federal legislation relating to the development and operation of airports. Existing state statutory planning and development controls are adequate to assess the impacts of any airport development. The WAR Act is an unnecessary imposition on the Central Coast region's economy.

#### Employment Generation:

The Central Coast Regional Airport will be a major employment generator. The Wyong Economic Development Strategy 2015 cites the Central Coast Regional Airport as one of the key Short Term Priority Actions (Section 3.2). This is reinforced by the Wyong Shire Community Strategic Plan 2030 which has a key goal of providing employment particularly in the skilled and professional sectors (Goal 1g). The Plan also aims to develop a co-ordinated approach to business generation, employment and development for the region (Goal 7a), through identifying and leveraging the competitive advantages of Wyong Shire.

Regional and national connectivity is an important driver for our Region's economic competitiveness and ability to attract business investment.

Aviation sector employment growth will create strong synergies with the Wyong Education and Business Park precinct in aerospace and aviation engineering, management and training, and will generate a new industry sector for the Central Coast. Council has rezoned approximately 250 hectares of land adjacent to the airport to Industrial IN1 to provide opportunities for aviation support, logistics, and educational facilities to co-locate in an integrated aviation, education and technology precinct around the Airport.

WSC has approved the phased upgrade of the Central Coast Regional Airport (formerly Warnervale Aerodrome) to become the regional base for commercial General Aviation. Current constraints on the availability and cost of suitable General Aviation leasehold sites in the Sydney and Hunter Regions is driving significant interest in the development of Warnervale as a General Aviation "reliever" airport and General Aviation industry hub.

With a current high proportion of residents travelling out of the region for work and the higher than average unemployment rate Council strongly supports the growth and diversification of the regional economy and encourages the State Government in enabling economic development and employment opportunities. The proposed university and the Central Coast Regional Airport will stimulate employment growth particularly in the skilled and professional sectors.



*A firm commitment to government investment in the upgrade to Wyong Hospital is required in the plan along with the timing for this investment.*

With Health Care and social assistance being the largest employers in the region a firm commitment to government investment in the upgrade to Wyong Hospital is required, along with the timing for this investment.

In addition to those industries mentioned in the Draft CCRP the food industry should be identified as an industry for growth. Wyong Shire is already home to a number of highly productive food suppliers/manufacturers including Tip Top, Life Health and Sanitarium.

The Central Coast also has the ability to capitalise on the genetic and bio-research industries with international agri-business companies located at Ourimbah and Mangrove Mountain carrying out major research and development projects. Suitable development incentives would encourage the development of a world-class bio-technology and research precinct close to the Sydney and Hunter regions and within close proximity to Wyong's proposed university campus.

### **Direction 2.1 Support the 21st Century Needs of Business**

The Draft CCRP states that the Government will work with Council's and stakeholders to identify opportunities to support local employment and centres growth across the region. However there are major economic drivers which would support this employment and growth that are given little consideration. These include the Smart City Vision, the proposed Wyong Education and Business Precinct, Central Coast Regional Airport and the Key (Iconic Development) Sites incentives. There is also no mention of the positive impact the National Broadband Network (NBN) will have on the region. Wyong is one of the first areas to have access to the NBN which will provide an advantage for and support the needs of local businesses.

Wyong Education and Business Precinct is a key economic driver that receives little discussion within the Draft Plan. The integrated education and business precinct of over 65ha will provide a world-class university campus, with student accommodation for up to 1,500 students and business research and technology park for 5,000 workers. Given the Wyong Shire's high unemployment rate of 8% (September Quarter 2015, Department of Employment) and lower levels of educational attainment and formal qualifications (Tertiary education, in Wyong Shire 14.7% compared to the state average of 28.2%, (ABS Census, 2011)) this type of proposal should be embraced and encouraged.

WSC through its Key (Iconic Development) Sites incentives within the Local Environmental Plan 2013 and subsequent Development Control Plan and Policies is facilitating the development of a number of Iconic Development Sites throughout the Shire. Council identified 28 sites with the ability to generate significant economic return and play a major role in revitalising its Town Centres. Sites at The Entrance, Wyong, Long Jetty, Toukley, Kanwal, Lake Haven and Warnervale have been identified as having potential to be catalysts for economic growth and development confidence. As a result of these incentives developers have submitted proposals for high density developments that will increase housing choice, employment opportunities and essential services.

The plan also notes the importance of tourism to the region however; it fails to identify strategies to grow this economy. The provision of public transport links to connect tourist destinations, support events and enhance visitor experiences is required along with the improvement of east-west connections providing easier access between the M1 and the coast.

The Central Coast has exceptional tourism attributes which include the expansive coastline and Lakes system, National Parks and Rural areas, and existing and proposed visitor attractions.



The regions coastal communities provide attractive tourist destinations and growth in the tourism area will provide greater employment opportunities. A coordinated approach to the development of tourism infrastructure and people places and spaces is required. The anticipated operation of the Warnervale Airport will create a gateway to the Central Coast and coastal destinations such as the Entrance. The Entrance will evolve as an attractive destination with more accommodation, retail, commercial, cultural, entertainment and recreation facilities. Public domain improvement works have been commenced at The Entrance with Council investing \$3.5million in 2015-16 to revitalise the Entrance Waterfront area.

The Draft CCRP supports the clustering of retail in existing centres and does not appear to identify the need for any additional retail land within the region. This should not be utilised to limit the growth of retail providers. The Draft CCRP should also support the development of out of centre retail for Bulky Goods and large scale retail where appropriate. Planning proposals are often submitted to Council for out of centre retail development particularly within release areas.

Some, in the past have been supported by the DP&E. Clarification is sought through the Plan, regarding how Council should consider proposals for stand-alone retail providers and what locational distance from an existing centre would exclude it from consideration (Action 2.1.5). The draft NSW Centres Strategy could be employed to ensure that a consistent approach is taken for all areas and to maintain the regions competitive position and capacity to grow.

In addition to retail being focused in centres the Draft CCRP advocates that employment growth will be in centres. This is supported by the infrastructure that generally is at the core of existing centres. The growth in jobs however is not necessarily linked to the centres and is likely to be provided in the industrial areas. The vast expanse of industrial land should be recognised as a source of employment growth, which is generally located on the outskirts of these centres. It could be considered that the primary consideration of the Plan should be jobs growth. Providing the infrastructure for industrial land at affordable rates is critical to being cost competitive with other areas. The state government should consider the provision of grants and funding and the reduction in State Infrastructure Contributions to mobilise industrial land infrastructure which will be the catalyst for jobs growth in the region.

Specific State Government assistance is required if regional employment goals are to be achieved. Currently the major impediment to regional business and economic development is the lack of "shovel ready" industrial land.

While there is ample land zoned for industrial development, investment will not occur until basic utility service and road transportation infrastructure upgrades are in place and land becomes more viable to develop.

Council's development strategies require the realisation of some large but very basic transport and utilities infrastructure to land in the Wyong Employment Zone, University Precinct and Central Coast Regional Airport. The development of



all of these precincts will be dependent upon serviced land releases which will take several years to realise due to the planning processes and funding constraints. The current State Infrastructure Contributions (SIC) that are applied to the Wyong Employment Zone and surrounds are counter-productive and deter private investment in business and industrial development in the region. Council continues to have concerns about the high level of SIC for industrial land, particularly as it applies to the Wyong Employment Zone. The development costs within this area are significantly higher than for other industrial areas having regard to bio-certification requirements, stormwater management and intersection upgrades and on top of this is the SIC at more than two times the rate of the Lower Hunter (\$70,945 compared to \$31,660) and more than three times higher than in Illawarra (\$70,945 compared to \$21,926). It should be noted that no development of this large industrial area has occurred since it was rezoned in 2005 under State Environmental Planning Policy (Major Projects) 2005 (Amendment 21).

Improvements are required in order to facilitate development. In addition to this there is no transparency over the use of the SIC monies. It is considered that there needs to be a commitment to the expenditure of these funds on local infrastructure that will assist in meeting the demands generated from those developments for which the SIC payments are being made.

At present "State infrastructure contributions" can only be applied in respect of the urban release areas in the Wyong Shire through the preparation of a

"planning agreement" between the State Government and each developer. Council is prevented from granting consent for development in these nominated urban release areas under Clause 6.1 of the Wyong LEP, until it receives advice from the Department that "satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure". There are a significant number of both large and small landholdings within Precinct 7A. The administrative burden for the Department will be significant and will likely result in substantial delays to development. There will also likely be significant compliance and opportunity costs for developers. It is also likely that the VPA process will result in costly legal and administration fees for developers.

Council considers that the most efficient and cost effective approach to the collection of "state infrastructure contributions" is for them to be imposed by Council as a condition of consent.

This is only possible where the Minister declares an area to be a "special contributions area" under S94EG of the Environmental Planning & Assessment Act 1979 and directs Council to impose the adopted "special infrastructure contributions" as a condition of consent under S94EF. This is the approach that currently applies to Warnervale Town Centre and the Wyong Employment Zone, which have been declared a "special contributions areas" and for which there is a "special infrastructure contributions plan" that Council has been directed to administer. Council has imposed "special infrastructure contributions" in a number of consents to date that have been processed for the Warnervale Town Centre.

Council recognises that the Draft CCRP advocates that the NSW Government will work with councils and industry to prepare industry specific planning strategies that support growth. This needs to be supported by real funding for the delivery of infrastructure to enable industrial development to occur and expand.

The draft Plan has moved away from setting prescriptive targets for population and employment. It is more generic and defines identified actions to help accelerate housing supply. It is however light on in regards to employment targets and more importantly "how" we are going to attract major employment generators. More information is required that identifies specific actions to attract employment providers.

### **Direction 2.5 Focus Growth within the Tuggerah to Warnervale Corridor**

Local studies, including the Wyong Employment Lands Study and Industrial Land Audit (SGS 2013), recommend that 'Wyong-Tuggerah should be developed as a single centre with a complex of spaces'. The two are listed as separate major centres in the Draft CCRP and there is no emphasis on planning for these areas as one centre. As noted in the draft CCRP both NSW Government and WSC have undertaken strategic planning for the Tuggerah area. Council is currently undertaking a revision of the Wyong Tuggerah Planning Strategy and preparing a new strategy which aims to develop Wyong-Tuggerah as the dominant commercial centre, outside of Gosford, on the Central Coast.

Gosford's role as the predominant commercial centre for the region should be considered in terms of the limitations that Gosford has, Wyong/Tuggerah in contrast has enormous potential to expand as the major business/commercial centre for the region.

The Vision statement for Tuggerah (pg. 37) also needs to be reviewed and expanded from solely retail to reflect the potential for increased residential and mixed use development in Tuggerah around the

railway station and Tuggerah Regional Sports Centre. This location has great potential to support a Transport Oriented Development. This should be supported by the State Government and the Draft CCRP should embrace and promote the development of Transport orientated developments in locations such as this. Recognition should also be given to the role that the Tuggerah Regional Sports Complex will play in attracting ancillary development and supporting the growth of this area.

The Draft Plan advocates the delivery of a vibrant new centre at Warnervale. This centre has been in planning for a number of years; however, has not proceeded for a number of reasons. The Draft CCRP needs to provide more clarity around what the 'proposed' Warnervale Town Centre will consist of, when it will come to fruition and the State Governments commitment to providing the rail infrastructure necessary for this to become a 'Town Centre'.

The Plan notes that the NSW Government will assist Council and other stakeholders to facilitate development on the Warnervale Town Centre Site ([Action 2.5.3](#)). Further detail is required regarding what this assistance would involve. The entry road into the proposed Town Centre was recently constructed. This was undertaken in collaboration between Urban Growth NSW, Woolworths and Wyong Shire Council at a considerable cost to each party.

The completion of this road and the other necessary infrastructure needs to be provided in order for the centre to establish. The Plan also notes the NSW Government will assist the planning of the transport interchange at Warnervale. Clarification is required indicating what this involves e.g. a bus and train interchange.

The proposed railway station still requires a final determination and is key in Warnervale's development as a Town Centre. Should the railway station not proceed the impact on the centre will be significant. If this was to occur the position on this proposed centre would need to be reconsidered in the context of it not being a 'Town Centre'. The new development would then likely be of

diminished importance and likely be profiled as a neighbourhood Convenience Centre/other centre. For the Warnervale Town Centre to proceed as planned there needs to be greater commitment to infrastructure works and a programme to provide certainty for Councils and developers and hold various agencies to deliver the essential infrastructure. This is significant for Council as considerable planning has occurred including Section 94 planning.

While the Plan recognises that the growth should be focused within the Tuggerah to Warnervale Corridor there is little focus on major proposals occurring in this area which will have a major economic impact for the region. As discussed above there is little mention of the proposed education precinct and the Central Coast Regional Airport. In addition the plan is silent on the plans for the Warner Industrial Park in the Bushels Ridge area which is 56 Ha of IN1 zoned land, and on the proposed location for the major rail maintenance facility infrastructure, all which will assist in growth within the corridor.

The Draft CCRP is also silent on proactive measures to support the development of new industries in the region. As outlined above the Central Coast Regional Airport and work being done around this space is likely to bring new technology industries to the area with a focus on aerospace. This needs to be considered in the context of the Regional Plan and how it can be best encouraged and supported.

The Buttonderry Waste Management Facility is identified in Figure 6: Tuggerah to Warnervale Economic Corridor; however, there is no recognition of the facility, in the text, as a major regional resource. The Central Coast is continuing to grow with a projected population increase of 70,000 people and 39,600 new dwellings by 2036. The proposed merger between Wyong and Gosford Council's will further increase the strategic value of this facility given the increasing volumes of waste generated and the lack of space in other existing regional facilities.

## **Direction 2.6 Enhance the Warnervale Employment Lands**

While the plan outlines that NSW Government will work with Council to resolve conservation issues in the Warnervale area particularly around the Warnervale Employment Zone it does not identify exactly what needs to be resolved nor does it state in detail how this will be done. The State government should provide assistance to fund offsets through existing State Infrastructure Contributions. Council has few legally robust options available to fund the offsets (Section 94 is inadequate) which are required to achieve biodiversity certification of urban land release areas. The existence of Section 94 caps often means that environmental offsets cannot be funded over other critical infrastructure which is required to service new urban land releases.

Furthermore, [Action 2.6.2 Resolve conservation issues](#) simply makes another motherhood statement saying that "Water Quality and Integrated Water Cycle Management are important issues during planning for release areas." The action title: Resolve conservation issues implies that something does need to be resolved, but fails to identify exactly what needs to be resolved.

## **Direction 2.7 Strengthen the economic self-determination of Aboriginal Communities**

The strengthening of economic self-determination of Aboriginal Communities is supported. In addition to analysing constraints, the strategic assessment should also consider local strategic plans such as masterplans, structure plans or precinct plans and the objectives of these in relation to the release of Local Aboriginal Land for commercial, residential and other land uses. WSC enjoys a close relationship with the Darkinjung Local Aboriginal Land Council. The two parties have signed a 'Principles of Co-operation' agreement ensuring there is good communication, dialogue and a mutual understanding between the two organisations.



*The CCRP should focus on providing planning certainty for agricultural producers so that intensive agriculture and associated infrastructure (green houses, water storage etc.) can be delivered to enable employment growth*

# GOAL 3 – SUSTAIN PRODUCTIVE LANDSCAPES

## **Direction 3.1 Promote investment in rural and resource lands & Direction 3.2 Manage rural lifestyles sustainably**

Council is supportive of the actions identified to support existing agricultural lands within the shire. In principle, the need to ensure protection from Biosecurity risks restricts the ability of Councils to amend existing minimum lot sizes substantially within rural zones/areas as such actions would enable the expansion of residential development into rural areas (Action 3.1.2). However, it is noted that the draft CCRP does not restrict future rural residential development west of the M1 Pacific Motorway as does the current CCRS. It further notes that expansion and clustering of further rural residential development will be supported provided compliance with the principles as drafted in the draft CCRP. Council is currently preparing a Rural Land Use Strategy which will seek to identify areas for rural residential development which are able to meet these principles (Actions 3.2.1, 3.2.2). The Rural Land Use Strategy will consider existing agricultural land uses and other possible alternative, constraint compatible, land uses.

Council supports the importance of agricultural land uses and their expansion on the plateaus. It is noted that the Draft CCRP does not seek to remove this

purpose; however it does show that there are potential resources in this area. The CCRP needs to acknowledge the high value of this land for agricultural purposes.

The CCRP should focus on providing planning certainty for agricultural producers so that intensive agriculture and associated infrastructure (green houses, water storage etc.) can be delivered to enable employment growth in these areas and the Central Coast develops as a powerful food producer where these uses are considered appropriate. There is also the potential for Government support for the development of agricultural research and development in association with local universities, education providers and producers given the close proximity of agricultural land to the proposed university site at Warnervale and other education providers on the Central Coast.

It is known that there are valuable extractive minerals and energy resources within the region, however, there needs to be greater collaboration between resource extraction operators, the Office of Resources and Energy and the Mine Subsidence Board in relation to the intent, planning and timing for resource extraction. It should be noted that Council has previously resolved to oppose coal mining in our water catchment areas and remains in opposition to this.



## GOAL 4 – PROTECT AND MANAGE THE NATURAL AND CULTURAL ENVIRONMENT

### Direction 4.1 Protect and manage the region's environmental and heritage values

Protection and management of the natural and cultural environment is vital on the Central Coast given the lifestyle, tourism and economic opportunities it creates.

In principle, the Draft CCRP provides support for local council's to ensure that land proposed for rezoning will achieve an improve or maintain outcome at the rezoning stage. However, further legislative support will need to ensure that this requirement can be implemented by Councils.

The importance of heritage values is not reflected in the Draft CCRP due to the limited focus. The State Government need to play a larger role in ensuring State and Local heritage is protected and conserved. In addition to supporting the preparation of heritage studies, the NSW Government should:

- Ensure that where there is a proposed change in zoning through a draft local strategic plan (such as a masterplan, structure plan or precinct plan) the relevant planning authority has considered the impacts of the proposed change in zoning to any heritage listed items and heritage

conservation areas, including the potential for and suitability of adaptive reuse within the new zone.

- Require the relevant planning authority to refer any draft local strategic plan to the Office of Environment & Heritage demonstrating that impacts of the proposed change in zoning to any heritage listed items and heritage conservation areas, including the potential for and suitability of adaptive reuse within the new zone have been considered and addressed in the draft local strategic plan.

There is currently no mandate under the Legislation to consider heritage impacts where zoning changes are proposed/ recommended through a local strategic plan such as a masterplan, structure plan or precinct plan. Heritage impacts are considered at the Planning Proposal stage and at Development Application stage, however, a local strategic plan which sets out a land use framework that has not given consideration to proposed zoning changes and their impacts to heritage listed items and heritage conservation areas has the potential to place those items under threat, as greater strategic justification is afforded to proponents of Planning Proposals and Development Applications who propose an intensification of the land use in accordance with an adopted local plan. While the s117 Directions and Local Environmental Plan contain requirements



in relation to heritage conservation and impacts, the intent of the above action is to provide a non-statutory trigger at the early stages of planning to consider whether a change in zoning would place the heritage item and its significance at risk. The addition of the above action to section 4.1.2 of the Draft CCRP would achieve the following:

- Ameliorate land use conflicts that arise at the Development Application stage between zone objectives, permissibility and conservation of heritage items.
- Provide greater weight to heritage considerations at the earliest stage of planning, by identifying it as a strategic requirement in the CCRP (i.e. not at the discretion of individual Councils).
- Avoid heritage impacts being addressed in an ad-hoc manner through individual planning proposals by requiring early consideration of heritage issues at the strategic planning stage.

Green corridors within the CCRS and subsequently the North Wyong Shire Structure Plan have been used to consider the potential for rezoning and development of land within the region. There has been issue in the past about the definitive lines of these corridors and the lack of clarity for both Council's and developers.

The Draft CCRP again outlines these green corridors. The corridors shown in Figure 10 are shown in a broad brush which means that no fine grain certainty is achieved. Priority greenbelts should be identified, and secured through NSW State funding as has been the approach through the Sydney Growth Centres. This approach secures acceptable environmental outcomes and provides development and investment certainty.

#### **Direction 4.2 Sustain water quality and security**

Council will be seeking to utilise the Neutral or Beneficial Effect (NorBE) criteria within a new chapter of Development Control Plan 2013 to guide development within the water catchment area. The draft CCRP approach is supportive of this direction ([Action 4.2.2](#)).

An aerial photograph of the Wyong Town Centre. The image shows a mix of residential houses with red and grey roofs, a large modern building with a dark grey facade and a flat roof, a playground with colorful equipment, and a parking lot with several cars. A large orange bracket is superimposed over the image, framing the text in the upper center.

*There are no definitions of what constitutes a Regional City, Major Centre, Town or other Centre. This needs to be defined*

# GENERAL COMMENTS

In relation to the overall document the following general comments are provided:

## Central Coast Regional Boundary Extension

The Central Coast has strong links to the Wyee community north of the Wyong Local Government Area (LGA) boundary. As outlined in the response to the 2014 Discussion Paper titled '2031 Your Future Central Coast' Council recommends extension of the regional boundary north to include the area of Wyee. Council has previously been approached by people that own un-sewered land in and around Wyee. These people have expressed frustration at the inability to connect their lands to a reticulated sewer system, thereby impeding their ability to develop their lands, e.g., for residential development. Council has assessed its ability to provide sewer services to the above mentioned un-sewered lands, and has established that it is capable of providing sewer services to those lands by way of extending its existing infrastructure to connect those lands to Council's treatment plant at Charmhaven.

This extended boundary for the Central Coast connects communities of common interest and similar demographic profiles and which from a strategy perspective should be considered similarly. Any future strategies and actions should reflect the employment, social and infrastructure needs of these populations in a holistic manner.

## Projections

The Draft Plan projects an additional 70,000 people and an additional 39,600 dwellings by 2036. This is a reduction in both population and dwelling projections from that projected in the current CCRS. A comparison of the population, dwelling and employment projections is shown in Table 1 below. Council considers that these projections could be low and that higher growth scenarios should be considered and planned for within the CCRP. The implications of higher growth scenarios on infrastructure provision need to be considered and addressed in the plan.

**Table 1. Population, Dwelling and Employment Comparison**

Projections	Regional Strategy (2008)	Discussion Paper to 2031 (2014)	Draft Central Coast Regional Plan to 2036 (2016)	Change CCRS to Draft CCRP (%)
<b>Additional Population</b>	100,000	65,504	70,000	-30%*
<b>Additional Dwellings</b>	56,000	36,800	39,600	- 29%*
<b>Additional Jobs</b>	45,000	30,083	No overall projection	-

\*This does not factor in the additional 5 years that the CCRP covers

*Wyong Shire Council supports the preparation of a regional plan that provides certainty around growth and a clear strategy for funding, timing and responsibility for delivery of the actions.*



*The Entrance*

### Definitions of Hierarchy

There are no definitions of what constitutes a Regional City, Major Centre, Town or other Centre. This needs to be defined and detail on whether they are to stay as categorised or there is to be future growth into another Category needs to be outlined.

### Mapping Anomalies

There appear to be a number of errors or omissions in the mapping presented in the Draft document. It is noted that some amendments have also been made during the exhibition period to fix these anomalies.

The centres mapping in the document seems to lack consistency between Town and Other Centre's categories, see Figure 1 Map 10. Example, Ourimbah not recognised as a Town in the regional hierarchy. Lake Munmorah centre is in wrong location and the future Gwandalan centre is not shown.

WSC is currently preparing the Ourimbah Land Use Strategy and Masterplan which aims to maximise the use of existing infrastructure including the railway Station, University and Pacific Highway upgrade. Support and reinforcement is required from the State Government to encourage the increase in density and for Ourimbah to reach its potential. As such Ourimbah should be shown as a future 'Town' within the hierarchy and mapping.

On Page 36 'Figure 6: Tuggerah to Warnervale Regional Economic Corridor' the proposed Wyong Education & Business Precinct is labelled incorrectly, it should be shown as a Business zone rather than an industrial release area. Items in the legend are also shown incorrectly with the symbols for Buttonderry Waste Management Facility, Hospital and Regional Gateways all shown incorrectly.

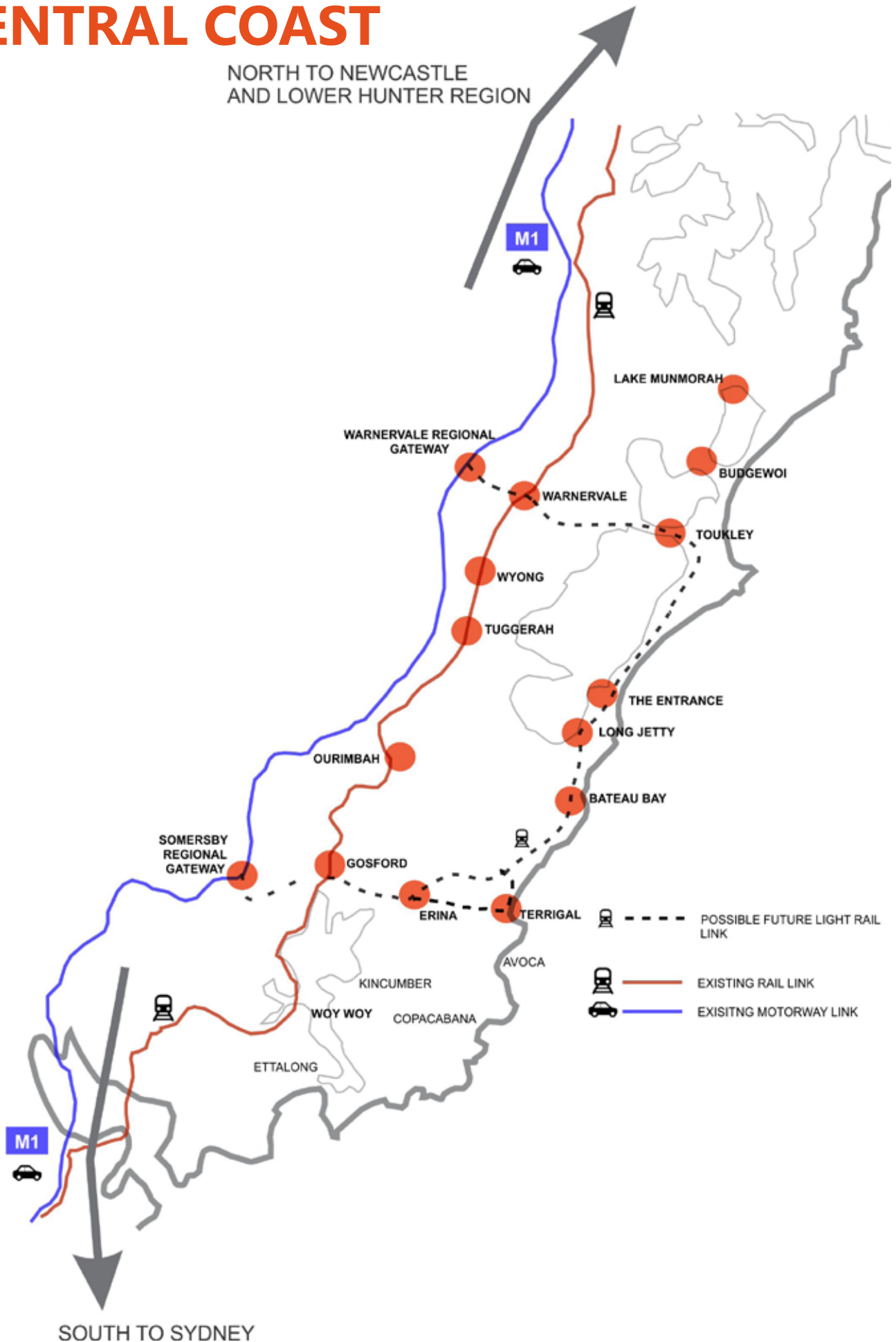
## CONCLUSION

Wyong Shire Council supports the preparation of a regional plan that provides certainty around growth and a clear strategy for funding, timing and responsibility for delivery of the actions. In order to be an attractive region and support the community there needs to be commitment to providing all levels of education, provision of key infrastructure, investment opportunities, improved public transport and promotion and protection of areas of natural value. Council is committed to providing a vibrant, well connected and attractive Central Coast.



Key Site at The Entrance

# A CONNECTED CENTRAL COAST





Wyong Shire Council Submission to the Central  
Coast Regional Plan  
MARCH 2016

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