

UDIA (NSW) CENTRAL COAST RESPONSE
DRAFT CENTRAL COAST REGIONAL PLAN



24 March 2016



Since 1963

Towards a Central Coast Regional Plan

Opening comments

The opportunity to comment on the Draft Central Coast Regional Plan (CCRP) is welcomed. Key issues for the development of the Central Coast include:

1. Lack of investment in infrastructure
2. Need for development of transport connectivity
3. Land supply shortage and availability of housing
4. Lack of employment opportunities

The Draft CCRP identifies four key goals for the Central Coast:

1. Enhance community lifestyles and accelerate housing supply
2. Grow and diversify the regional community
3. Sustain productive landscapes; and
4. Protect and manage the natural and cultural environment

These goals are laudable and the UDIA (NSW) Central Coast welcomes a regional plan that will include clear strategies, targets and funding to achieve them. At the same time, it must be acknowledged that there is an ongoing long-term sense of frustration within the local community with what is perceived to date as a lack of support from government at all levels to provide adequate and substantial seed infrastructure to develop this region as it should be: a jewel in the crown of NSW, centrally located between Sydney and Newcastle. The final plan must incorporate not only well-considered goals, but also sufficient funding and a solid implementation strategy if the region is to reach its potential.

A number of measures are required to do this, and it is our view that the creation of a successful CCRP requires attention to the following:

- Successful implementation requires an appropriate governance framework, which should include local industry representation as well as appropriate representation by what is likely to be a single regional local government body.
- While the draft plan discusses infrastructure required to service the region, it includes no clear implementation strategy, nor does it provide delivery targets or detail around funding for key projects. A detailed strategy is required for the delivery of roads and other infrastructure to open up more housing and make way for sufficient local employment to cater to demand.
- No detailed strategy is provided for employment growth.

- The Draft CCRP does not include strategies to enable transport connectivity within and beyond the region.
- No clear strategy is identified to open up land supply to cater for projected population increases and growing housing demand, particularly for seniors and other sectors of the population.

In our response¹ to the Discussion Paper on the then proposed Central Coast Regional Growth and Infrastructure Plan (Central Coast RGIP) published preliminary to the preparation of the Draft CCRP, UDIA (NSW) Central Coast made nine recommendations, which we consider remain relevant and which we commend to you:

1. Strategies should be developed to address the shortage of land supply and realistic housing targets should be set in the Central Coast RGIP to assist in alleviating the existing shortage and produce sufficient houses annually over the life of the plan. Methodologies for preparing production targets need to be amended within the CCRS to achieve this.
2. The Central Coast RGIP must include mechanisms to monitor housing construction against agreed housing targets annually. Should these targets not be met, appropriate actions should be taken to remove blockages.
3. The Central Coast RGIP incorporate new release areas or identify areas suitable to meet the demand for Seniors Housing to accommodate our ageing population.
4. Strategies should be developed with a view to attracting Sydney based companies to Central Coast to take advantage of the availability of the NBN and to improve the availability of jobs in the healthcare sector.
5. Industrial precincts need to be identified within the Central Coast RGIP including expansions to existing industrial areas, such as Somersby, Tuggerah and Berkley Vale.
6. Given the failure of the CCRS 2008 to adequately address infrastructure delivery, the Central Coast RGIP should do so.
7. The Central Coast RGIP should be publically available and include detailed costings that relate to the capital works programs of each agency involved.
8. A Regional Infrastructure Fund should be established and financed through the Waratah Bond Scheme.

This would help remove the single biggest impediment to housing delivery. The fund would provide loans to build lead-in infrastructure that is fully repaid via a bond style (plus provision for uncertainty) interest rate.

¹ See submission dated 24 November 2015

9. It is considered that it would be of great assistance if systematic monitoring were implemented and evidence were collected within the Central Coast region to determine the impacts of natural hazards over time so that any strategy developed to manage the cost of protecting against the hazards is evidence-based and will enable greater predictability in the costing of development.

Further, some of the recommendations from the UDIA's 2007 submission to the then Central Coast Regional Plan remain valid to this current submission, including the following:

4. *The NSW Government demonstrate confidence in the Central Coast by preparing a Regional Infrastructure Strategy and committing to a schedule of works to support economic growth in the region.*
5. *An industry forum comprising key relevant stakeholders in the development industry be established to ensure that detailed consultation is undertaken by the NSW Government and local Councils on the preparation of workable funding structures including an investigation on alternative funding mechanisms for regional and local infrastructure.*
6. *Plans for future developer charges in the Central Coast including Section 94, development servicing plans, and regional infrastructure levies include an analysis of the impact on housing affordability, market expectations, and regional competitiveness as a key input into the quantum of the charges.*
9. *The preparation of the Regional Conservation Strategy and Northern Area Structure Plan involve regular consultation with the development industry to ensure the creation of a workable conservation framework.*
10. *The Regional Strategy recommend the exemption of the Central Coast from the application of the Native Vegetation Act 2003.*

Of course, change is ahead for the Central Coast as Gosford and Wyong Councils are currently in a Merger Proposal Period to create the biggest Council in the State, being home to well over 320,000 people with a projected population of 410,000 by 2036. This provides a unique opportunity for the new merged Council to work closely with the Department for the delivery of outcomes in a single planning Region. The unique nature of the Central Coast Council merger (coinciding with a single Regional Planning district) provides an opportunity to "vary from the norm". Both organisations are encouraged to take this unique opportunity to review planning strategies early in the life of a newly merged Council.

Infrastructure

1.1 Infrastructure

The UDIA (NSW) Central Coast made a detailed response to the discussion paper on the Central Coast RGIP in 2014. It is disappointing to note that in the present iteration, the Draft Regional Plan no longer refers to infrastructure or growth in its title; however a long-term infrastructure strategy for the Central Coast is vital if it is to achieve economic independence. Historically, there has been a poor relationship between the planning of network infrastructure to service urban growth and its delivery.

It is critical that a new system for infrastructure coordination be created. This system would:

- Collect existing and planned network infrastructure capacity across all network infrastructure providers;
- Present existing and planned network infrastructure capacity in a way that is easily understood by the development industry, network infrastructure providers and urban planners working within councils and State government departments
- Be evidence-based
- Be made publically available, and regularly updated
- Incorporate a formal feedback loop to monitor the performance of planned and actual delivery of network infrastructure. The coordination program should also aim to quantify the cost and identify accountability for the failure to deliver infrastructure as planned.

Infrastructure co-ordination will prove a meaningless exercise if one network infrastructure provider fails to deliver new capacity as planned.

Action 1.2.2 of the Draft Central Coast Regional Plan states:

The NSW Government will:

- *prioritise investment in infrastructure and services for areas experiencing growth or capable of delivering desired growth; and*
- *Support councils to identify opportunities to facilitate private investment in centres.*

Whilst the draft plan is recognising the need for infrastructure, it does not identify a timeframe for infrastructure delivery. As the Central Coast Regional Strategy 2008 failed to address infrastructure delivery, the CCRP should do so in order for the plan to actually achieve its goals. It is noted that the Illawarra Shoalhaven Regional Plan contains a summary of actions including a timetable for completion of the goals.

We recommend that a similar timeline for completion of each action should be included in the Central Coast plan, as the inclusion of a timeline for the completion of each action will make implementation more likely.

The development of infrastructure strategies should include local industry input. Local industry experience will help identify practical problems and enable the testing of suggested criteria, such as identifying when required items will affect the feasibility of projects and housing targets being achieved. A classic local example of the mismatch between proposed criteria and project feasibility was Wyong Shire Council's initial s 94 Plan for the Warnervale Release Area and Wyong Employment Zone, which saw the inclusion of excessive infrastructure items, resulting in per lot/hectare rates that stifled development. After some years of low activity, Council reviewed its plan and significantly reduced certain aspects to stimulate development.

Concurrent to high s94 rates, the Warnervale release area also suffered delays from protracted negotiations between various State Agencies (principally the RMS) in the development of a State Infrastructure Charge.

Learning from these past problems and consequent delays, it is essential that the Department ensure that a future system is not only feasible, but enables timely delivery.

We also note that the Draft CCRP refers mainly to transport infrastructure for residential growth (other than a brief mention at 2.3). While it is true that works are being undertaken at Gosford Hospital the final CCRP should address all infrastructure on the Central Coast. Given the projected population growth, it is clear that our essential services will not cope, including hospitals and schools as well as transport. The plan should address all infrastructure issues and identify how infrastructure development will be implemented to cope with the projected influx of population.

1.2 Infrastructure Funding

There is a need for a clear understanding of the model for infrastructure funding to enable developers to identify which projects might feasibly be pursued. Clearly the funding model and who is liable to pay will have an impact on affordability. It is considered that funding needs to be spread across appropriate areas so that affordable housing can be feasibly undertaken with the resultant community benefits being taken into account.

Regions have different development drivers to those of major metropolitan capital cities. There is often insufficient scale to raise funds required for infrastructure and the agencies are normally outposts of headquarters in Sydney that require clearance before decisions are made. Average weekly earnings are also typically lower, shifting the housing affordability metrics. It is argued that a regional approach to

funding infrastructure is required to act as a catalyst to development in the Central Coast.

Over recent decades, developers across NSW have been increasingly required to self-fund key pieces of growth network infrastructure. As a result the Central Coast has consequently experienced difficulty in delivering affordable residential land to the market. The Sydney metropolitan area has experienced the same difficulties. However, the impact of infrastructure funding on the delivery of affordable land in regional areas is exacerbated because revenue streams from land sales are significantly lower and sales periods longer, than projects in metropolitan areas.

This problem increases the risk of peak funding debt constraints preventing development projects from attracting capital investment. Regional areas compete with metropolitan areas for project financing. When returns are higher in metropolitan areas, these areas 'out bid' regional areas, and achieve access to finance as first preference.

To overcome this funding constraint, alternatives to traditional infrastructure financing models are required. One alternative that is being considered by UDIA NSW is a NSW Government Regional Infrastructure Investment Loan Scheme, to provide finance for infrastructure to regional developments. This model would allow developers to apply for funding of critical infrastructure where it can be demonstrated that the investment will be a catalyst for the delivery of affordable land. The fund would be repaid on a pro-rata basis. Potential key terms for the fund include:

- Loans are secured by land with lenders covenants over each lot
- As each lot is settled the loan relating to that lot would be fully repaid
- Interest is calculated monthly on the outstanding balance and included in lot payment
- Maximum loan term is 10 years
- Rates are set at the 10-year State Government bond yield.

The Government could raise monies for the fund from the bond market as part of the Waratah Bond scheme. This type of scheme would overcome many of the issues of frontloading infrastructure payments and the economic feasibility of developments particularly in greenfield estates.

The Department should also be mindful that various stakeholder agencies on the Central Coast have developed priority lists for projects and infrastructure, and that various funding opportunities become available from time to time. It is hoped that a merged Central Coast Council will provide greater opportunity for coordination of infrastructure and project priority lists, and in consultation with Department of Premier & Cabinet, Regional Development Australia, Central Coast Regional

Development Corporation and other Agencies, make strong representation when funding opportunities arise.

It is recommended that:

- The CCRP should include detailed costings that relate to the capital works programs of each agency involved.
- A Regional Infrastructure Fund should be established and financed through the Waratah Bond Scheme. This would help remove the single biggest impediment to housing delivery. The fund would provide loans to build lead-in infrastructure that is fully repaid via a bond style (plus provision for uncertainty) interest rate.

Employment Opportunities

In January 2016, the Central Coast's unemployment rate was 7%, compared to the broader NSW average of 5.5%. As a result employment opportunities and strategies need to be implemented to allow the constant expansion of employment for residents. The Draft Central Coast Regional Plan identifies healthcare and social assistance, education and training, retail trade, construction and accommodation and food services as the key areas for growth capacity.

2.1 Encouraging local employment

At present the Central Coast faces an issue of lack of jobs, so there needs to be a shift of focus towards local employment to reduce the number of residents commuting to Sydney and Newcastle for work. The draft identifies three key areas for growth:

Grow Gosford City Centre as the region's capital

One of the key parts of this masterplan is for an Arts and Entertainment Precinct including the proposed performing arts centre. However, a portion of the site is now going to be occupied by an Australian Tax Office which will create 600 jobs. Whilst the jobs are welcome, the development on the waterfront goes against the idea of an entertainment precinct.

A further issue of the plan is the failure to identify a set timeline. Whilst the plan includes intentions, it doesn't provide a definitive timeframe for when planning will begin, as can be seen in Action 2.3.2 which is a key part of ensuring that the development goes through.

Focus growth within the Somersby to Erina Corridor

This area is a priority location as there are many existing industries in the Somersby Business Park, West Gosford and Erina. Retaining these industries and ensuring that they flourish is key to attracting new business. At present, biodiversity constraints, natural hazards and planning controls have resulted in the relocation or the speculation of relocation of some of the Central Coasts biggest industries.

The \$28.7 million expansion to the Somersby Business Park is crucial to expanding the infrastructure of the region that will ultimately encourage its growth and development, as industries need to be confident that they can expand and service their facilities.

Essentially the plan for this corridor needs to be backed up with strong infrastructure. The availability and ease of transport, including an efficient bus network, will be crucial to attracting industry and workers, as at present there is no rail line connecting the corridor.

Focus growth within the Tuggerah to Warnervale Corridor

A main part of the draft is dedicated to the Northern Corridor, having been identified as a key area for growth. It is crucial that transport and infrastructure are planned for and improved in order for the plan to succeed and go ahead.

Whilst the corridor is serviced by three major train stations: Tuggerah, Wyong and Warnervale, parking and public transport services need to improve to reduce car usage and minimise traffic.

The proposed Town Centre at Warnervale needs a time line (like that which is seen in the Illawarra Shoalhaven Regional Plan) if the development is to go ahead and succeed. The new intersection on Sparks Road is just one step of many, if the area is to flourish. This is particularly relevant as Wyong Shire Council has already released an EOI for the sale of its interest in the Town Centre and UrbanGrowth NSW is shortly to follow suit. So, where sites have been inactive for a number of years, the current EOI's are likely to stimulate short-term activity.

2.1 Attracting business from beyond the region

Strategies should be developed with a view to attracting Sydney based companies to Central Coast to take advantage of the availability of the NBN and to improve the availability of jobs in the healthcare sector.

2.3 Attracting tourism

There is very little in the draft CCRP referencing tourism (and where it does it refers to accommodation and restaurants). The natural and other attractions of the Central Coast including rich and diverse bushlands, waterways and Aboriginal heritage present significant tourism opportunities, which would in turn boost the economy of the Central Coast.

The final CCRP should also focus on strategies to attract weekend tourists to the Central Coast, which will increase employment in the accommodation and food service industry, adding to much needed job-creation. Tourism-related industries typically hire a lot of young people, which should help to ease some of the endemic youth unemployment on the Central Coast.

The Department should monitor current discussions within both Gosford and Wyong Council in relation to ongoing funding for Central Coast Tourism, the functions of which may or may not be incorporated within the merged Central Coast Council.

Transport

The final CCRP requires a focus on public transport, which is not apparent in the draft. Public transport on the Central Coast is not efficient, particularly when travelling from the coastline to our major centres. With an increase in population and a focus on these centres, the public transport system will need to be revised. Otherwise the outcome will be more car dependency (it presently takes about 15 minutes to drive from Terrigal to Gosford, while it takes about 40-45 minutes by bus).

3.1 Regional connectivity

Improved regional connectivity between the Central Coast and Newcastle and the Central Coast and Sydney via train and bus is required. Efficient, timely and reliable services are essential if the Central Coast Region is to flourish.

Over 23% of the working population are commuting each day for work outside the region.² As a result public transport and road networks need to be updated and maintained in order for people to access opportunities in the Central Coast, Hunter region and Sydney.

With our submission on the discussion paper, UDIA (NSW) Central Coast Chapter submitted plans prepared by its members ADW Johnson and Cardno (NSW, ACT), identifying areas across the Central Coast where upgrades or new transport links, cycle ways and other infrastructure upgrades would benefit the Central Coast Region. Some of these have been identified in previous documents including the CCRS 2006. The challenge at hand is to have these items actioned promptly years and not to sit stagnant in a report as has been the case to date. We **attach** further copies of the plans.

3.2 A regional airport

The CCRP is silent on the Coast's only commercial airport at Warnervale, and Wyong Shire Council's desires to expand the capacity at this facility. This is a matter that is likely to require further investigation beyond the timing available to the Department to complete a final Plan, and current Council merger proposals, but the direction and opportunity (jobs for both industry and tourism, and increased mode of commuter transport) provided by this facility should be acknowledged in the final document.

² Draft Central Coast Regional Plan

3.3 High speed rail

The CCRP also fails to make mention or provision for future potential for a High Speed Rail service. The Federal Government released an extensive report in recent years on this issue, and even in recent weeks this issue continues to emerge in the media. Any high level strategic document should at least acknowledge potential for a future rail corridor, in a similar manner that our planning forefathers made provision in Sydney for road corridors which are now occupied by various motorways.

3.4 Fast ferry

The potential for developing infrastructure to enable a fast ferry link from Ettalong to Sydney should not be lost either.

Land Supply Shortage and Availability of Housing

The Central Coast is suffering from chronic housing supply shortage due to largely inadequate infrastructure planning and investment together with onerous regulations such as the treatment of biodiversity. A new plan that provides a comprehensive strategy, developed through an integrated planning approach, is required to overcome these impediments and set a clear road map for future growth that will significantly improve housing production levels and affordability on the Central Coast.

4.1 Population Growth

Over the next 20 years the population of the Central Coast is projected to reach to 409,450, with the demographics of the population also expected to change. Most of the projected population growth for the Gosford Local Government Area will be over 65, expected to make up 28% of the population by 2036. As a result the Central Coast needs adequate supply of single, couple-only households as well as over 55 housing estates. Evidence and data are going to need to be utilised in order for the Central Coast to adequately meet the demands of the present and future populations.

4.2 Land Supply

UDIA (NSW) Central Coast commissioned a report by Monteath and Powys to investigate the performance of land supply on the Central Coast, which led to the preparation of the State of the Land Report in 2015³. The report identifies that there is a chronic shortage of land available for development on the Central Coast. Despite the fact that there are large holdings that should be made available for release, the Central Coast optimistically has four years-worth of supply available. When consideration is given to the fact that it takes at least five years to go through the zoning process, there is a real prospect that there will be shortages in the near term.

³ http://www.udiansw.com.au/uploads/docs/UDIA_Central_Coast_Report_25_2_15_sml-0.pdf

In order to meet the projected housing demand over the next 20 years, an average of 1,980 new houses will need to be constructed each year, present ABS data indicates that only 790 houses per annum have been constructed over the past five years. This suggests that the Central Coast will not have enough houses to meet the demand of the population, unless targets are developed and met.

The draft CCRP makes no mention of the Gosford Environmental Land Study which aims to increase land supply within the Gosford LGA. Where large parcels of land are identified (particularly those with multiple owners) the CCRP might consider a funding / process to assist land owners to speed up the release of potential future developable lands.

Our members have identified that there is a degree of inconsistency of Council maps with those of other agencies such as NPWS and we recommend a review of all maps to ascertain where suitable lands may be located for future development.

We make the following recommendations:

- As a matter of priority, strategies should be developed to address the shortage of land supply and realistic housing targets should be set in the CCRP to assist in alleviating the existing shortage and produce sufficient houses annually over the life of the plan. Methodologies for preparing production targets need to be amended within the CCRS to achieve this.
- The CCRP should include mechanisms to monitor housing construction against agreed housing targets annually. Should these targets not be met, appropriate actions should be taken to remove blockages.
- The CCRP should incorporate new release areas or identify areas suitable to meet the demand for Seniors Housing to accommodate our ageing population.

4.3 Housing

The *Central Coast Regional Strategy 2008* set out a number of dwelling targets which failed to be met. A consequence of the inability to meet rising demand is increased competition for available housing stock. This is a contributing factor to significant price rises recorded on the Coast in recent years – exceeding 25% for Wyong Shire & 17% for the Gosford LGA for the 12 month period to July 2015. (NSW Valuer General report).

The issue is that there is no regular evaluation mechanism with a clear set of actions to redress the shortfall in production. It should not take six years to evaluate production levels and establish a new set of policy prescriptions. Dwelling targets within the strategy do not have to change, but the enabling actions to achieve these targets should be fluid.

Whilst the Draft has stated the amount of housing that is to be created it has not indicated when these will be constructed. A clear plan is required to eliminate the blockages to housing development to ensure the targets are met and not just lofty figures. The plan must also be realistic about what can be expected on the Central Coast.

The approach to dwelling targets should not be set in line with short term trends, but rather based on long term population growth forecasts and policy direction for land supply. These should include offsetting pressures on Sydney in the context of wider planning of the Central Coast and the Sydney metropolitan area.

The Region offers a number of locations which may have the potential for achieving higher residential targets, both within brownfield and greenfield locations. Potential locations include:

Brownfield

- West Gosford
- North of Bay Village, Bateau Bay
- Forresters Beach

Greenfield

- Terrigal West
- Erina Valley
- Somersby – West of Freeway

4.4 Seniors Living

The Central Coast has a significant ageing population which is only set to increase by 2036. This demographic shift still requires detailed strategic planning and an increase in the number of targeted housing options for this group, both in self-care and assisted living developments.

As it is difficult for the private sector retirement developer to compete with the residential land and unit developer, the authorities need to provide incentives to encourage the private sector to provide housing for the aged and the disabled. With the natural landscapes and hazards present in the central coast, lands that are generally free of constraints should be suitably zoned to allow seniors housing developments.

The current Draft Regional Plan recognises the need for smaller household sizes and to make housing more affordable in order to adequately meet the needs of the ageing population. However there is no clear target or goal as to when this is to be achieved.

4.5 Affordable and Social Housing

As with aged housing the authorities need to provide incentives to encourage this form of development. It has been noted that as a result of recent planning amendments there are now only limited areas where manufactured home estates are permissible. This type of development provides affordable and low cost housing and should be encouraged, rather than constrained

The concentration of new development in Warnervale and North Wyong, as well as the infill locations need to ensure that they service the need of the future population. Although, housing is required, it needs to be affordable and cater to smaller households. Once again a definitive timeline will need to be implemented to ensure it goes ahead.

4.6 Biodiversity

In 2007, the UDIA submission sought the release of a Regional Conservation Plan (RCP), but even until this time a RCP has not been publicly released.

The Draft CCRP refers to the *Draft Central Coast Biodiversity Management Plan*, but again enquiries to the Department have failed to produce a document for consideration.

Goal 4 of the CCRP seeks to Protect & Manage the Cultural Environment, yet we are moving forward again with a strategic blueprint, without clear direction or position on intended Regional biodiversity outcomes. The consequence of not having the timely release and consideration of parallel documents (or incorporated into a single Plan) is the potential for competing land-use interests as we have experienced in the North Wyong Shire Structure Plan – where identified Regional green corridors were in conflict with development proposal for much needed housing, State significant mineral resources, and other significant infrastructure.

Figure 10 of the CCRP identifies Regional Green Corridors, and whilst it is understood the Department may have intended a very broad brush approach, it offers little practical benefit to users of the document.

4.7 Climate change and sea level rise

The draft CCRP makes little reference to the likely impact of climate change and the necessary planning required to deal with projected sea level rise. Given the waterways which are a natural feature of the Central Coast, significant parts of the region will potentially be affected. Strategies ought to be developed on a co-ordinated basis across the region to ensure planning certainty while allowing sufficient flexibility to retain as much usable land as possible. Consideration of opening up greenfield release areas on higher land would appear to be inevitable.

Comparison with draft plans for other regions

It is noted that there are a number of features included in draft plans for other regions that are not included in the Draft Central Coast Plan. UDIA (NSW) Central Coast have carried out a brief comparison with the draft plans for the Illawarra, North Coast and Hunter regions, which leads us to conclude that more work needs to be done before the Central Coast Regional Plan may be considered complete.

The introduction of a Coordinating and Monitoring Committee, as discussed on page 13 and in Figure 2 is commended, but the UDIA would like to see the inclusion of professional bodies (such as the UDIA) on select issues from time to time.

We also encourage the Department to establish an interim Implementation Committee, as suggested in the industry information session held on 24 February.

Conclusion

If the Central Coast is to flourish the final CCRP needs to adequately address the failures of previous plans, including the CCRS 2008. Modelling the final plan on the drafts prepared for other regions such as the Draft Illawarra Shoalhaven Regional Plan would be of benefit, as those draft plans include not only clearly articulated goals with reference to specific areas, they are supported by a clear implementation strategy.

Key concerns with regard to the Draft Central Coast Regional Plan are:

- the governance framework fails to include representation from local industry, nor does it recognise the likelihood that the region will be serviced by a single regional local government authority in the future. Representation on the implementation team by local industry and the single local government authority will be important for the success of the plan
- the lack of timeframes, targets and other measurables to address the actions and strategies that are identified
- no identified means for funding infrastructure
- the lack of strategies required to unlock land supply
- no detailed measures for creating jobs eg promoting the advantage of locally available broadband

An effective plan must accurately marry land supply with projected population growth and focus on accurately mapping the various precincts of the Central Coast in order to facilitate strategic development.

Recommendations

This paper makes a number of recommendations and should be read in its entirety. Some of the key recommendations arising from this submission are as follows:

Governance

1. The governance framework should include local industry representation as well as appropriate representation by what is likely to be a single regional local government body.

Employment opportunities

2. Strategies should be developed with a view to attracting Sydney based companies to Central Coast to take advantage of the availability of the NBN and to improve the availability of jobs in the healthcare sector

Infrastructure delivery

3. The CCRP should address infrastructure delivery in order for the plan to achieve its goals.
4. A new system for infrastructure coordination should be created. This system would:
 - Collect existing and planned network infrastructure capacity across all network infrastructure providers;
 - Present existing and planned network infrastructure capacity in a way that is easily understood by the development industry, network infrastructure providers and urban planners working within councils and State government departments
 - Be evidence-based
 - Be made publically available, and regularly updated
 - Incorporate a formal feedback loop to monitor the performance of planned and actual delivery of network infrastructure. The coordination program should also aim to quantify the cost and identify accountability for the failure to deliver infrastructure as planned.
5. The development of infrastructure strategies should include local industry input to help identify practical problems and enable the testing of suggested criteria.
6. Similar to that which is included in the Illawarra Shoalhaven Regional Plan, summary of actions including a timeline for completion of each action should be included in the Central Coast plan to increase the likelihood of implementation.
7. The CCRP should include detailed costings that relate to the capital works programs of each agency involved.

8. A Regional Infrastructure Fund should be established and financed through the Waratah Bond Scheme. This would help remove the single biggest impediment to housing delivery. The fund would provide loans to build lead-in infrastructure that is fully repaid via a bond style (plus provision for uncertainty) interest rate.

Land supply and housing availability

9. As a matter of priority, strategies should be developed to address the shortage of land supply and realistic housing targets should be set in the CCRP to assist in alleviating the existing shortage and produce sufficient houses annually over the life of the plan. Methodologies for preparing production targets need to be amended within the CCRS to achieve this.
10. The CCRP should include mechanisms to monitor housing construction against agreed housing targets annually. Should these targets not be met, appropriate actions should be taken to remove blockages.
11. A review of all mapping prepared by Councils and other agencies (eg NPWS) should be conducted to identify suitable lands for future development, to address present inconsistencies.
12. The CCRP should incorporate new release areas or identify areas suitable to meet the demand for Seniors Housing to accommodate our ageing population.

2014 Recommendations

Recommendations made in our 2014 submission on the discussion paper for the CCRGIP which remain relevant are:

13. Strategies should be developed to address the shortage of land supply and realistic housing targets should be set in the Central Coast RGIP to assist in alleviating the existing shortage and produce sufficient houses annually over the life of the plan. Methodologies for preparing production targets need to be amended within the CCRS to achieve this.
14. The Central Coast RGIP must include mechanisms to monitor housing construction against agreed housing targets annually. Should these targets not be met, appropriate actions should be taken to remove blockages.
15. The Central Coast RGIP incorporate new release areas or identify areas suitable to meet the demand for Seniors Housing to accommodate our ageing population.
16. Strategies should be developed with a view to attracting Sydney based companies to Central Coast to take advantage of the availability of the NBN and to improve the availability of jobs in the healthcare sector.

17. Industrial precincts need to be identified within the Central Coast RGIP including expansions to existing industrial areas, such as Somersby, Tuggerah and Berkley Vale.
18. Given the failure of the CCRS 2008 to adequately address infrastructure delivery, the Central Coast RGIP should do so.
19. The Central Coast RGIP should be publically available and include detailed costings that relate to the capital works programs of each agency involved.

A Regional Infrastructure Fund should be established and financed through the Waratah Bond Scheme. This would help remove the single biggest impediment to housing delivery. The fund would provide loans to build lead-in infrastructure that is fully repaid via a bond style (plus provision for uncertainty) interest rate.

20. It is considered that it would be of great assistance if systematic monitoring were implemented and evidence were collected within the Central Coast region to determine the impacts of natural hazards over time so that any strategy developed to manage the cost of protecting against the hazards is evidence-based and will enable greater predictability in the costing of development.
21. *The NSW Government demonstrate confidence in the Central Coast by preparing a Regional Infrastructure Strategy and committing to a schedule of works to support economic growth in the region.*

2007 Recommendations

Recommendations made in our 2007 submission on the then draft Central Coast Regional Plan which also remain relevant are:

22. An industry forum comprising key relevant stakeholders in the development industry be established to ensure that detailed consultation is undertaken by the NSW Government and local Councils on the preparation of workable funding structures including an investigation on alternative funding mechanisms for regional and local infrastructure.
23. Plans for future developer charges in the Central Coast including s94, development servicing plans, and regional infrastructure levies include an analysis of the impact on housing affordability, market expectations, and regional competitiveness as a key input into the quantum of the charges.
24. The preparation of the Regional Conservation Strategy and Northern Area Structure Plan involve regular consultation with the development industry to ensure the creation of a workable conservation framework.
25. The Regional Conservation Strategy recommend the exemption of the Central Coast from the application of the *Native Vegetation Act 2003*.

Acknowledgments

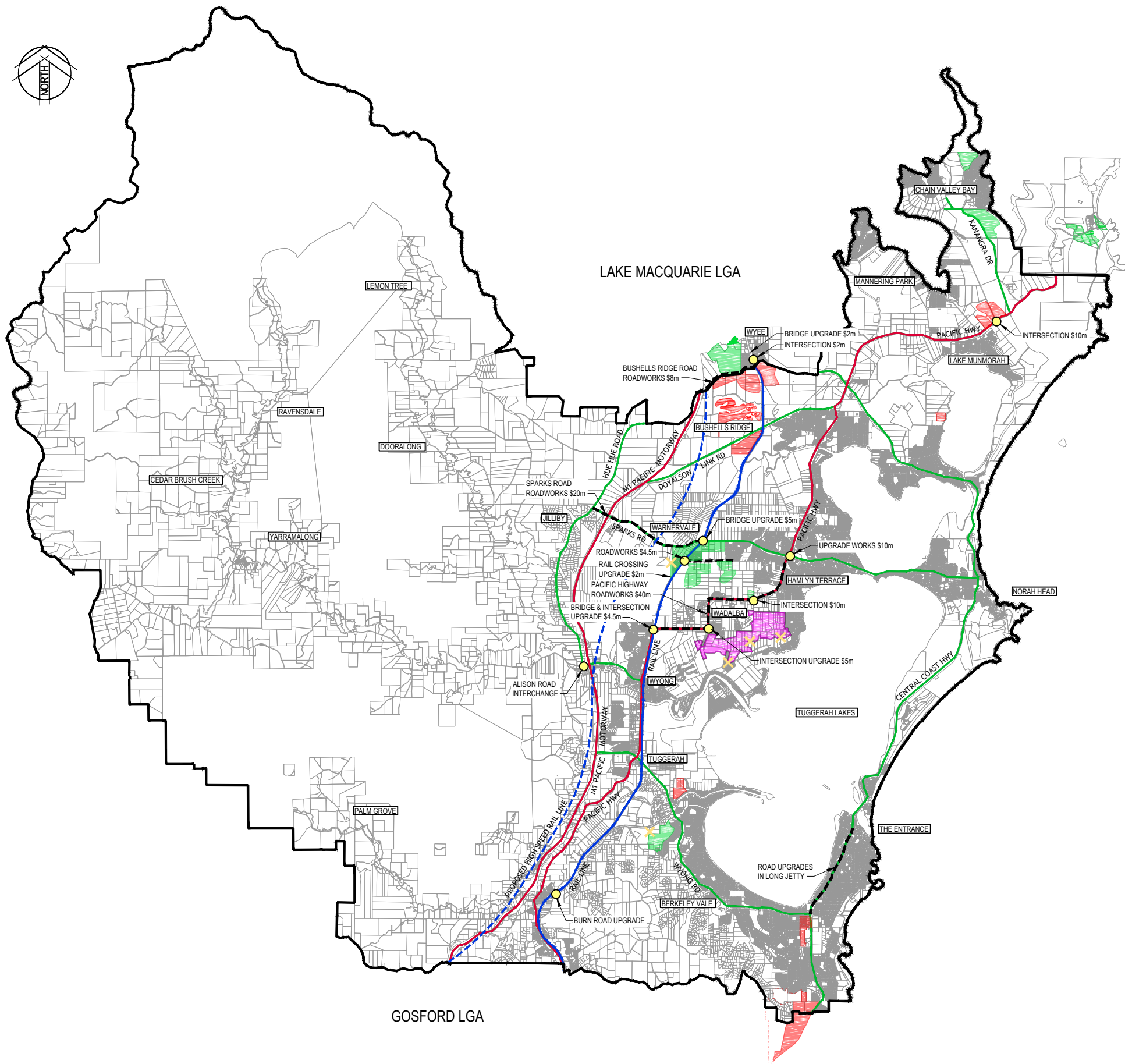
The review of such documents is an important part of an engaged process to produce the best possible planning blueprint for the Central Coast, within the permitted time.

We would like to acknowledge local professional and business members of the UDIA (NSW) Central Coast Chapter who have dedicated their time to the preparation of this submission.



**PJ DONNELLAN
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SOLICITORS AND ATTORNEYS





NOTE:
ALL COSTS ARE A INDICATIVE ESTIMATE ONLY
& SUBJECT TO CONFIRMATION BY FURTHER
INVESTIGATIONS

LEGEND

- DENOTES UPGRADE TO EXISTING INFRASTRUCTURE
- DENOTES EXISTING ARTERIAL ROAD
- DENOTES EXISTING MAJOR ROAD
- DENOTES PROPOSED FUTURE ROAD
- DENOTES EXISTING RAIL
- DENOTES PROPOSED RAIL
- DENOTES LGA BOUNDARY
- DENOTES LOCATION OF WORKS
- DENOTES WWPS (APPROX. \$1m EACH)
- DENOTES SUBURB
- UNSERVED DEVELOPMENT AREAS
- DENOTES FUTURE LAND RELEASE
- DENOTES POSSIBLE MEDIUM DENSITY RESIDENTIAL
- DENOTES RESIDENTIAL ZONED LAND

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REV.	DATE	AMENDMENT	DESIGN	DRAWN	CHECKED	APPROVED	SCALES
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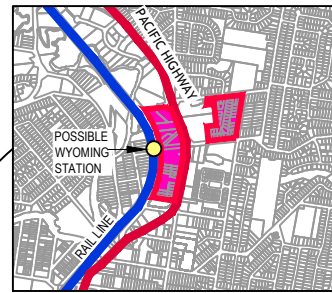
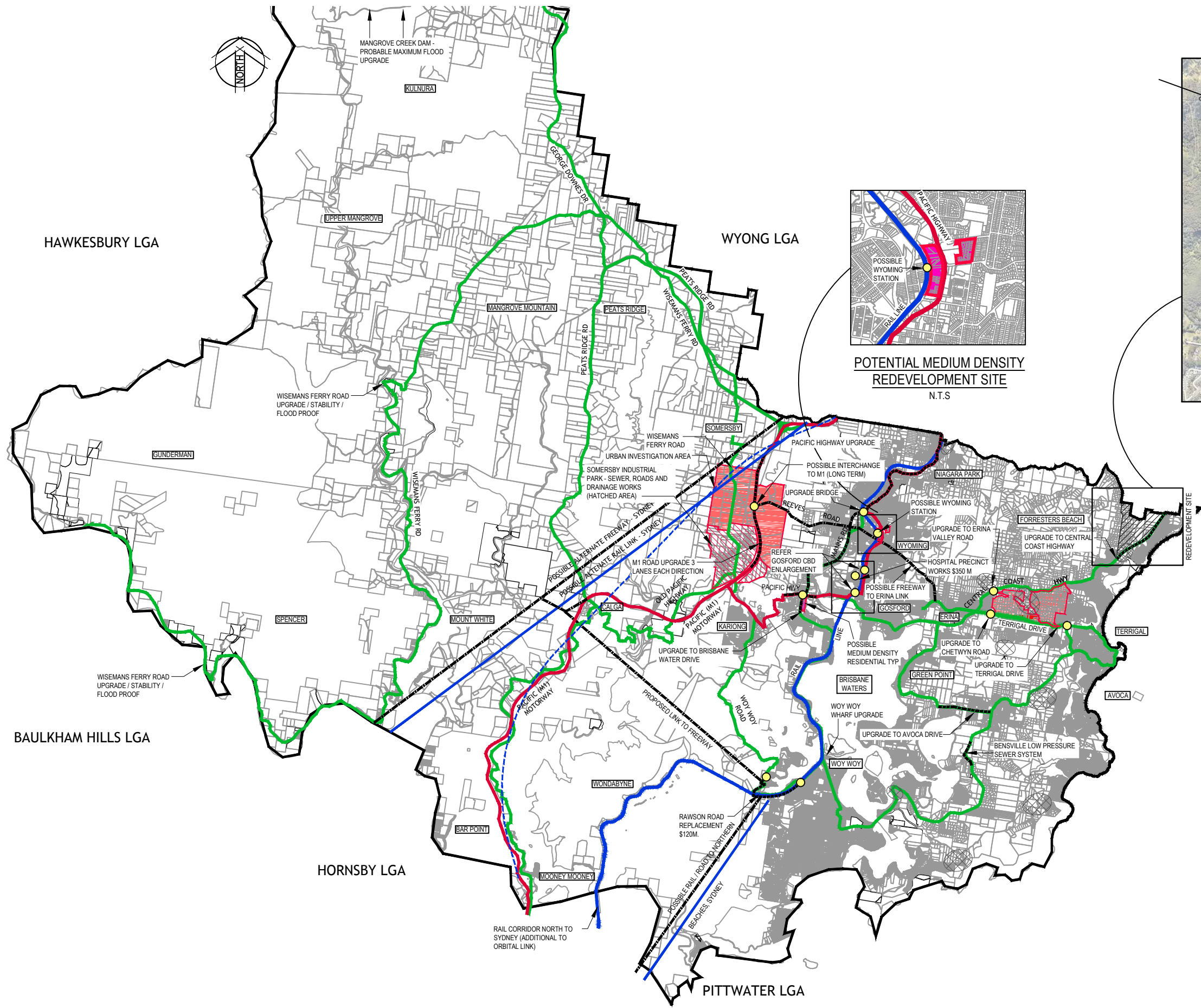
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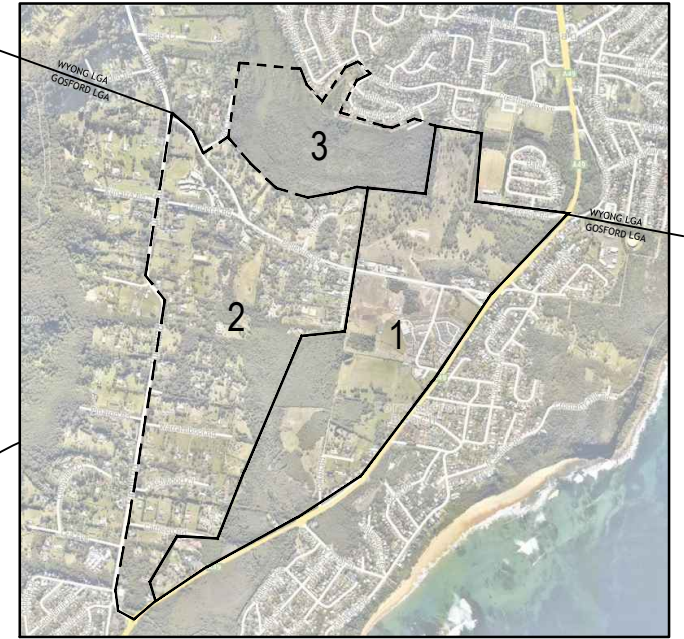
UDA
Urban Development
Institute of
Australia

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34/205-207 Albany Street North
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Tel: 02 4323 2558 Fax: 02 4324 3251
Web: www.cardno.com.au

PROJECT		UDIA - WYONG REGION	
PLAN TITLE		REGIONAL PLANNING FOR WYONG LGA	
PROJECT No.	DISCIPLINE	NUMBER	REV.
190109P	SK	001	A



POTENTIAL MEDIUM DENSITY REDEVELOPMENT SITE
N.T.S.



REDEVELOPMENT SITE
N.T.S.

1. DENOTES FUTURE RESIDENTIAL
2. DENOTES POSSIBLE FUTURE RESIDENTIAL
3. DENOTES POSSIBLE FUTURE RESIDENTIAL

NOTE:
ALL COSTS ARE AN INDICATIVE ESTIMATE ONLY & SUBJECT TO CONFIRMATION BY FURTHER INVESTIGATIONS

LEGEND	
	DENOTES UPGRADE TO EXISTING INFRASTRUCTURE
	DENOTES EXISTING ARTERIAL ROAD
	DENOTES EXISTING MAJOR ROAD
	DENOTES PROPOSED FUTURE ROAD
	DENOTES EXISTING RAIL
	DENOTES PROPOSED RAIL
	DENOTES LGA BOUNDARY
	DENOTES LOCATION OF WORKS
	DENOTES SUBURB
	UNSERVICED DEVELOPMENT AREAS
	DENOTES FUTURE LAND RELEASE
	DENOTES POSSIBLE MEDIUM DENSITY RESIDENTIAL

Rev.	Date	Description	V.C. Des.	N.W. Verif.	V.C. Appd.
1	24/11/2014	FOR INFORMATION			



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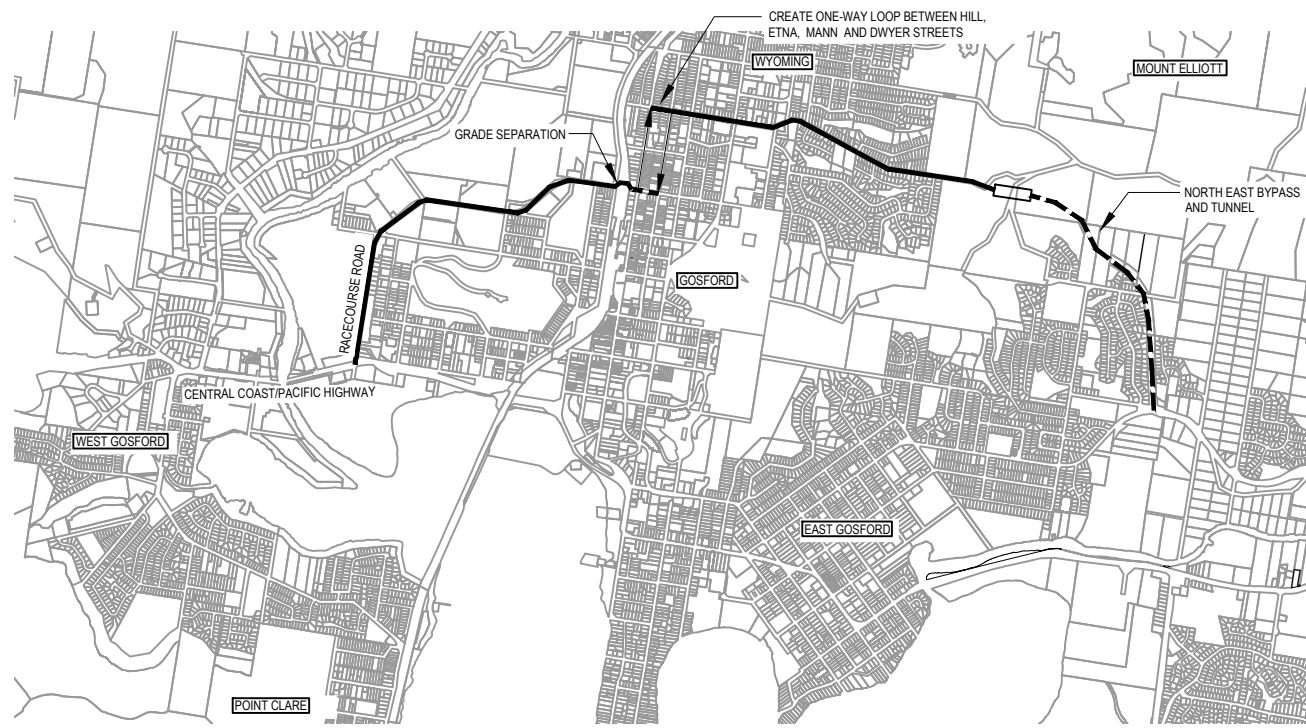
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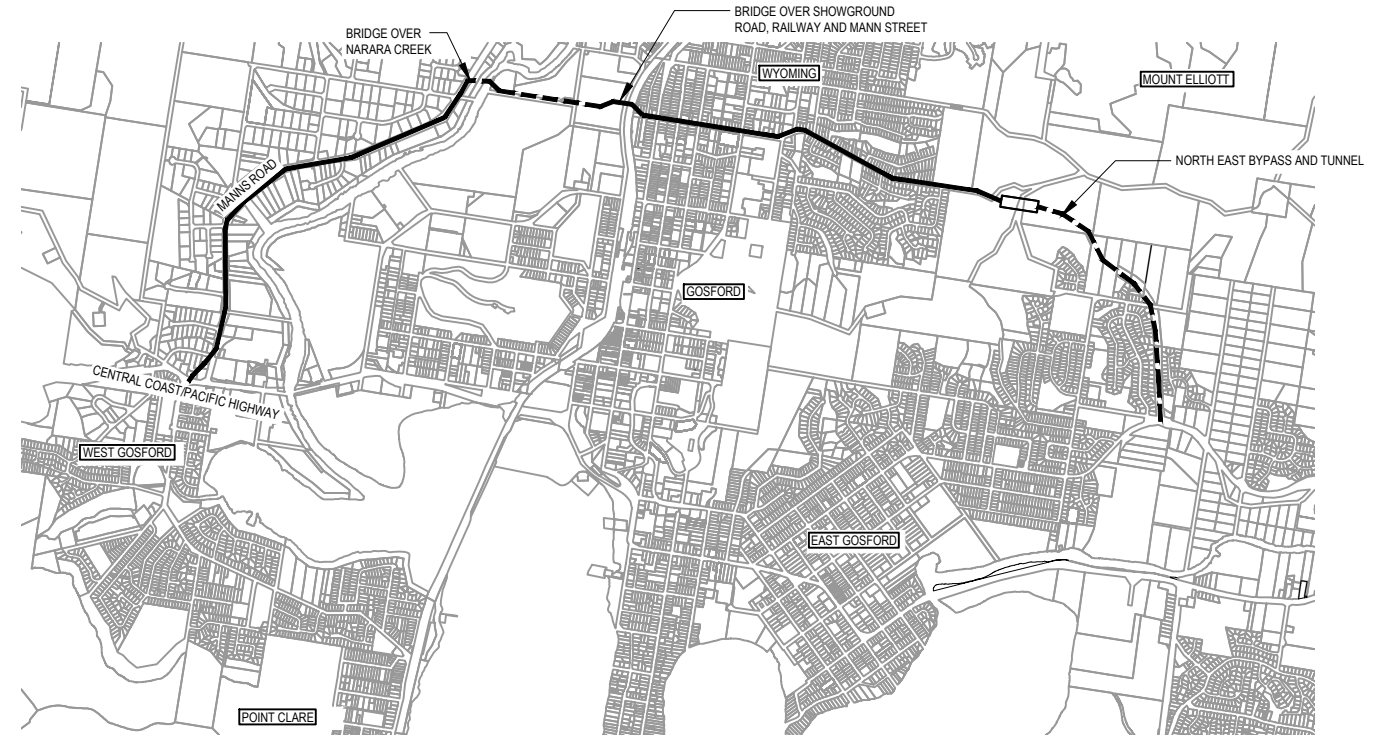
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Checked	N.W.	Date	08/11/2014
Designed	V.C.	Date	02/11/2014
Verified		Date	
Approved		Date	

Client	URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA
Project	REGIONAL PLANNING FOR GOSFORD LGA
Title	LOCATION PLAN 1

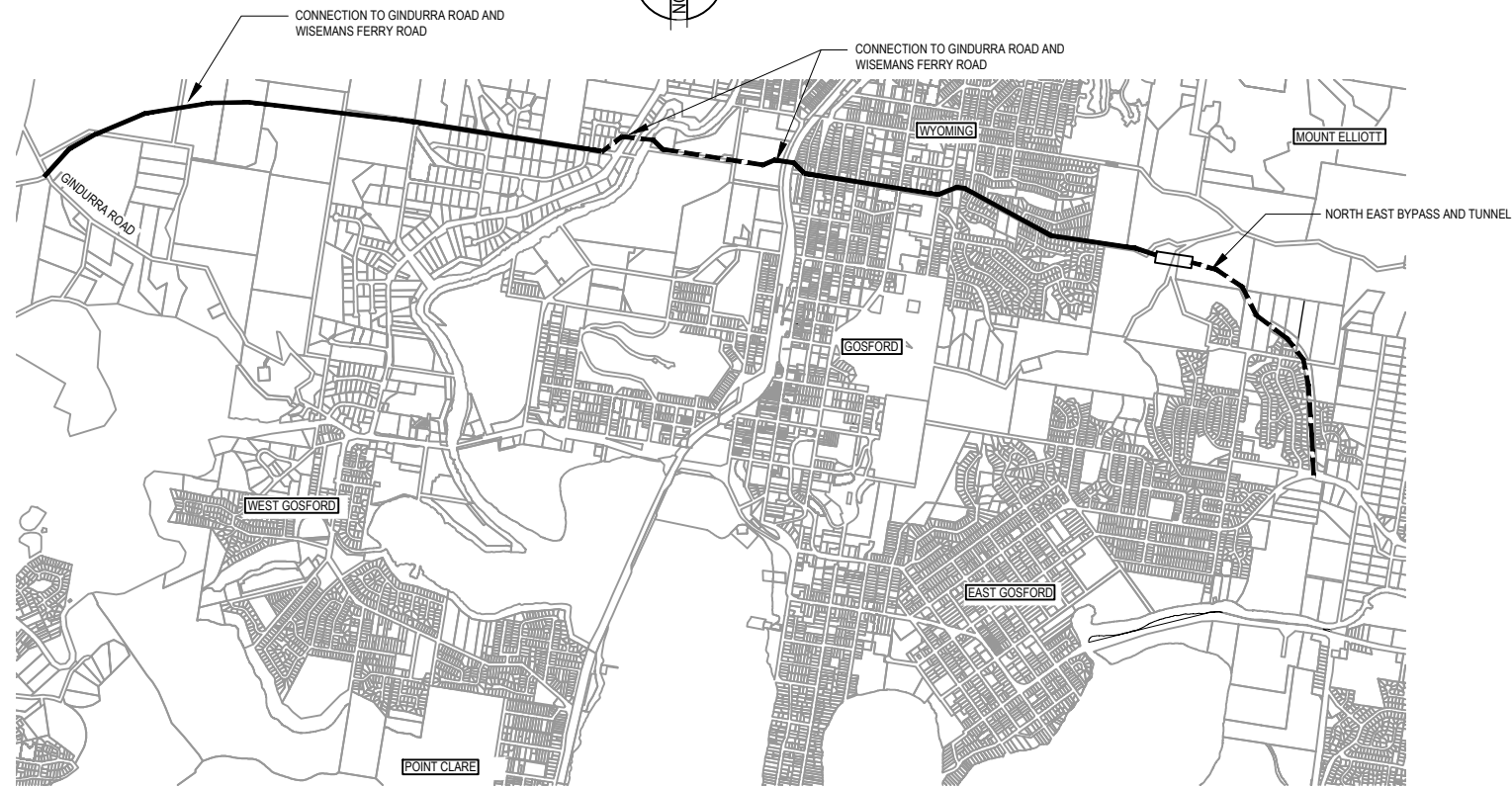
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Size	A1	Revision	1		
Drawing Number	48980515050 - SK001				



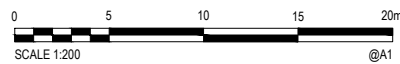
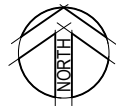
RACECOURSE ROAD RING ROUTE OPTION
SCALE 1:200



MANNS ROAD RING ROUTE OPTION
SCALE 1:200



DELL ROAD RING ROUTE OPTION
SCALE 1:200



LEGEND	
	DENOTES PROPOSED INFRASTRUCTURE
	DENOTES EXISTING INFRASTRUCTURE
	DENOTES SUBURB

Rev.	Date	Description	V.C. Des.	N.W. Verif.	V.C. Appd.
1	24/11/2014	FOR INFORMATION			



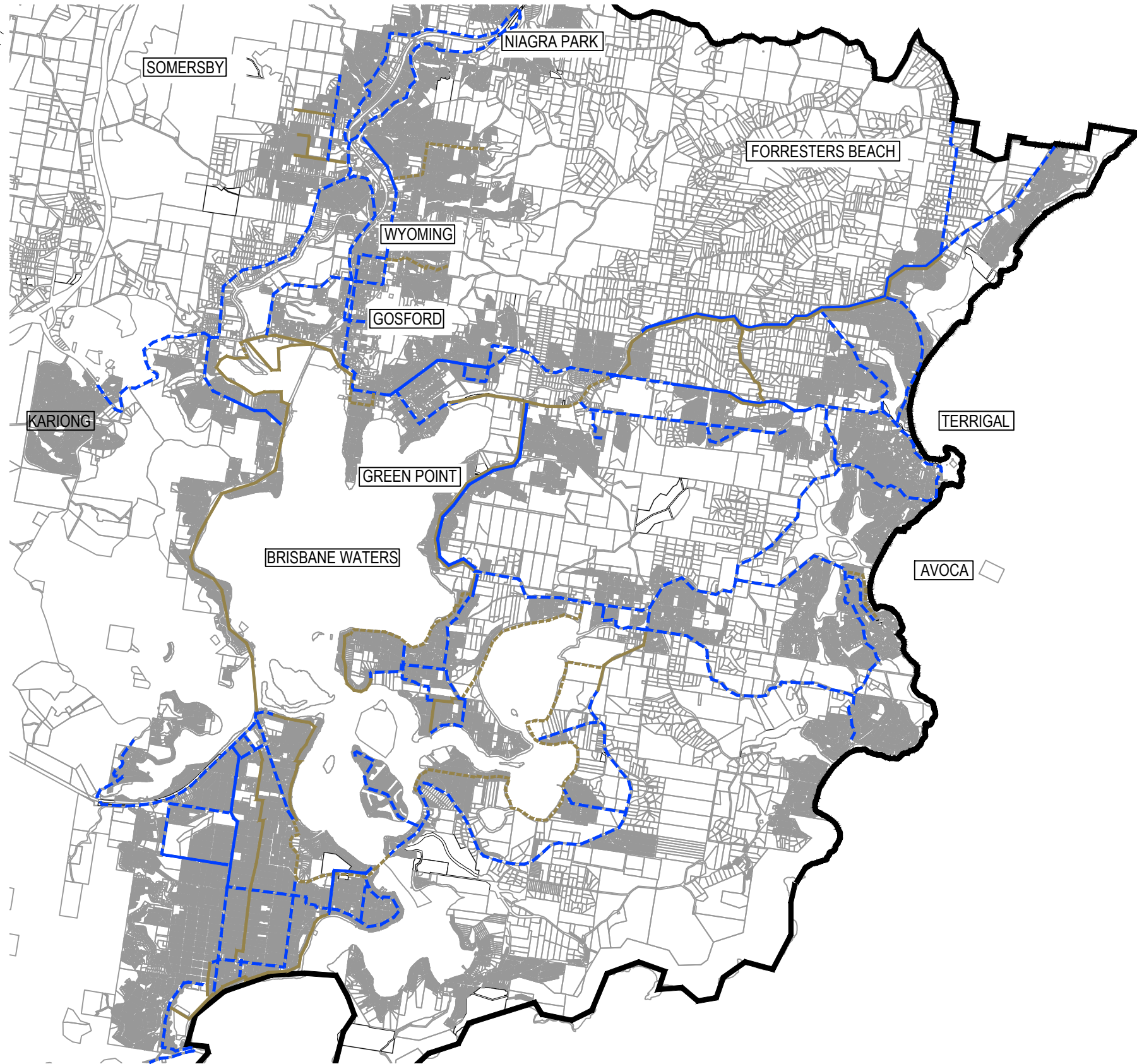
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Designed	Date
V.C.	08/11/2014
Verified	Date
Approved	

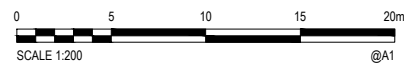
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Project	REGIONAL PLANNING
Title	PROPOSED GOSFORD ROAD TUNNEL OPTIONS LOCATION PLAN 2 OF 2

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Datum	Date	Scale	Size
AHD	06/11/2014	1:200	A1
Drawing Number	48980515050 - SK002		Revision
			1



GCC TRANSPORT MANAGEMENT AND ACCESIBILITY PLAN
GOSFORD CITY CYCLEWAYS MAP

SCALE 1:200



LEGEND

CYCLEWAYS

- OFF ROAD (CONSTRUCTED)
- OFF ROAD (PROPOSED)
- ON ROAD (CONSTRUCTED)
- ON ROAD (PROPOSED)

XREF: XREF_CADASTRA
CAD File: s:\190105p- udl\Drawings\OTHE\Cardno plans\4890515050-SK003.dwg

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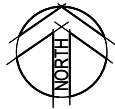
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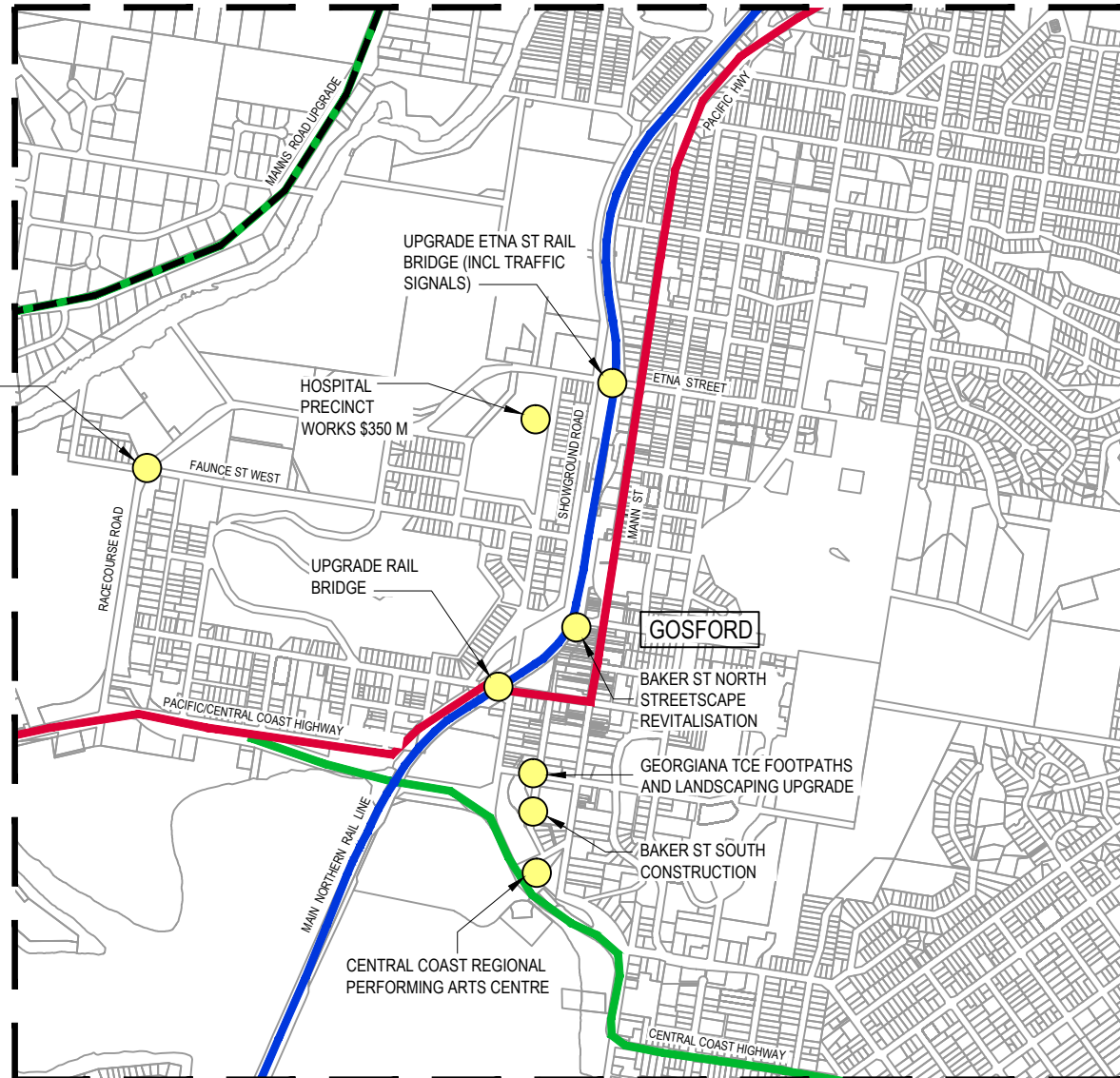
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Designed	Date	Status
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Approved		Datum
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		06/11/2014
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		Drawing Number
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		Revision
		1

Title	GCC TRANSPORT MANAGEMENT AND ACCESIBILITY PLAN GOSFORD CITY CYCLEWAYS MAP
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Datum	Date	Scale	Size
AHD	06/11/2014	N.T.S	A1
Drawing Number	48980515050 - SK003		
Revision	1		



TRAFFIC SIGNALS - CNR
FAUNCE ST WEST AND
RACECOURSE ROAD



GOSFORD CBD ENLARGEMENT

NOTE:
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& SUBJECT TO CONFIRMATION BY FURTHER
INVESTIGATIONS

LEGEND

- DENOTES UPGRADE TO EXISTING INFRASTRUCTURE
- DENOTES EXISTING ARTERIAL ROAD
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- DENOTES EXISTING RAIL
- DENOTES LOCATION OF WORKS
- XXXXX DENOTES SUBURB

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V.C.	02/11/2014
Verified	Date
Approved	

Client	URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA
Project	REGIONAL PLANNING FOR GOSFORD LGA
Title	GOSFORD CBD ENLARGEMENT

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